



CITY OF PATTISON  
**COMPREHENSIVE PLAN**  
2021-2031



## **Acknowledgements**

### **Mayor**

Joe Garcia

### **City Council**

Wayne Kircher

Frank Cobio, Jr.

Robert MacCallum

Seth Stokes

Fred Branch

### **Planning Commission**

Rick MacDonald

Heidi Gregory

Kenneth Coulter

Debleena Banerji

Anissa McGowan

Lee Kosina

Randall Flowers

### **Special Acknowledgements**

Lorene Hartfiel

Crista Molloy

### **Comprehensive Planning Team**

Edminster Hinshaw Russ & Associates, Inc.

Christopher Browne

Sivaji Senapathi

Ashley Berd

Michael Turzillo



Plan Adopted: December 2, 2021

# Table of Contents

<b>Acknowledgements .....</b>	<b>2</b>
<b>Table of Contents .....</b>	<b>3</b>
<b>Introduction .....</b>	<b>6</b>
Overview of Pattison, Texas .....	6
SWOT Analysis.....	7
History.....	8
Heritage and Culture .....	9
Population .....	9
<b>Plan Process.....</b>	<b>15</b>
Importance/Purpose of Planning .....	15
How to use the Comprehensive Plan.....	15
Understanding Pattison .....	15
Community Engagement.....	16
Community Outreach and Feedback .....	18
Vision Statement .....	19
<b>Chapter 1: Land Use.....</b>	<b>21</b>
1.1 Existing Land Use .....	21
1.2 Downtown District or Central Business District.....	22
1.3 Public Feedback Regarding Land Use .....	34
1.4 Land Use Themes and Goals.....	35
<b>Chapter 2: Ordinance Review .....</b>	<b>38</b>
2.1 Adequate Public Facilities Ordinance .....	39
2.2 Development Design Guidelines.....	39
2.3 Mixed Use Development Guidelines .....	39
2.4 Signage and Wayfinding Requirements .....	40
2.5 Zoning .....	40
2.6 Public Feedback Regarding Ordinances and Regulations.....	41
2.7 Ordinance Themes and Goals .....	45

## Table of Contents

<b>Chapter 3: Transportation .....</b>	<b>47</b>
3.1 Waller County Thoroughfare Plan.....	47
3.2 Connection to I-10.....	48
3.3 Downtown Intersection Enhancement .....	49
3.4 Truck Route Reroute .....	50
3.5 Other Thoroughfares .....	50
3.6 Public Feedback Regarding Transportation: .....	51
3.7 Transportation Themes and Goals.....	51
 <b>Chapter 4: Community Facilities &amp; Utilities.....</b>	 <b>54</b>
4.1 Existing Conditions .....	54
4.2 On-Site Sewage Facility Alternatives .....	54
4.3 Amenities.....	56
4.4 Public Feedback Regarding Facilities and Utilities .....	57
4.5 Community Utilities and Facilities Themes and Goals.....	61
 <b>Chapter 5: Parks and Open Space .....</b>	 <b>64</b>
5.1 Pattison City Park.....	65
5.2 Hike, Bike, and Horseback Trails Plan .....	66
5.3 Public Feedback Regarding Parks and Open Space.....	68
5.4 Parks and Open Space Themes and Goals .....	69
 <b>Chapter 6: Development.....</b>	 <b>71</b>
6.1 Economic Development .....	71
6.2 Economic Public Feedback .....	72
6.3 Housing Development.....	74
6.4 Housing Public Feedback.....	75
6.5 Development Themes and Goals.....	80
 <b>Implementation Plan .....</b>	 <b>83</b>
Plan Maintenance .....	83
Action Type .....	83
Action Leaders .....	83
Funding Opportunities.....	84





# **INTRODUCTION**

## Overview of Pattison



# Introduction

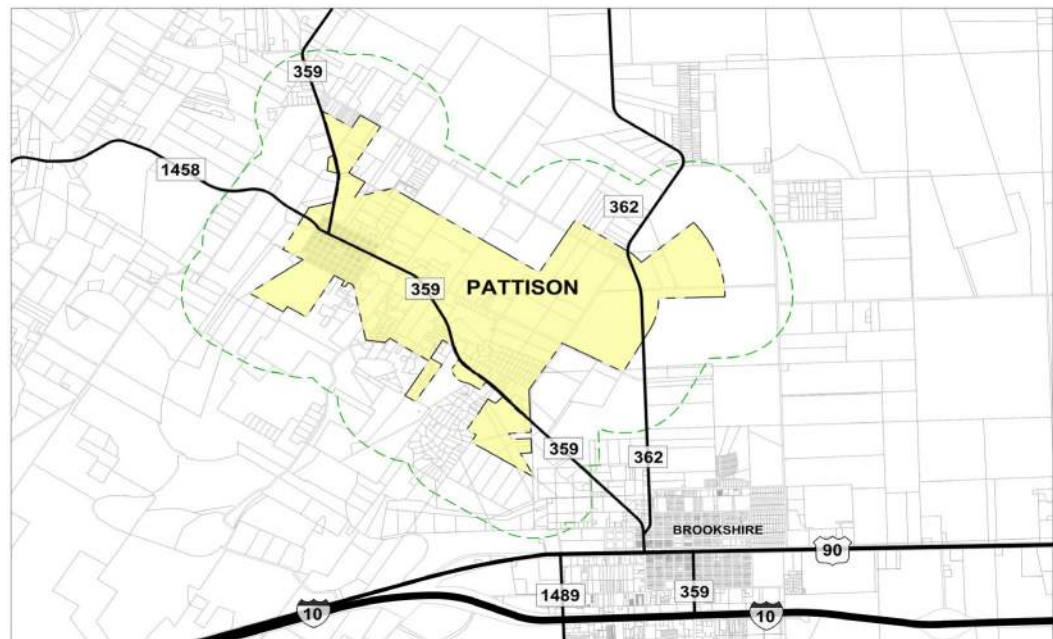
The City of Pattison is motivated to prepare and plan for a prosperous future while preserving its rich history and small-town atmosphere. This Comprehensive Plan presents a discussion of some of the numerous development forces that Pattison faces as regional growth progresses toward the community. Similar to many historically rural communities, city leaders are aware that interest in adjacent land near Pattison’s borders is heating up, spurred by the need for new homes. Development density that is higher than current rates can be worrisome for existing residents who maintain a lifestyle or have moved to Pattison for a more rural homestead. As such, understanding how development can or should occur so as to protect community features while allowing the kind of development that the community feels matches with its vision is why a comprehensive planning effort is so important at this time. Recommendations and goals within the comprehensive plan document are created based on the professional experience of the planning team, research, and responses from public feedback, providing strategies that address issues identified through the planning process. An emphasis is placed on responsible growth, sustainability, and economic opportunity.

## Overview of Pattison, Texas

Pattison, Texas, is located at and around the junction of Farm Roads 1458 and 359 in southern Waller County. The city also sits east of Bessies Bayou and northwest of the city of Brookshire, 35 miles west of downtown Houston, Texas, and three miles north of Interstate 10. Pattison is a rural community of over approximately 500 residents spanning an area of 3.2 square miles<sup>1</sup>. Pattison is viewed largely as farm and agricultural land as seen in figure 1. For the purpose of this plan, the planning area is described as everything within the city boundary of Pattison, including the city extraterritorial jurisdiction area (ETJ). Map 1 depicts Pattison’s city limits shown in yellow, along with a half-mile ETJ boundary in green.



Figure 1: Rural and Agricultural Land in Pattison, TX  
*Picture courtesy: EHRA Engineering*



Map 1: City of Pattison,  
Texas Jurisdiction Map  
  
*Map compiled by EHRA  
Engineering*

# SWOT Analysis

A strengths, weaknesses, opportunities, and threats analysis is simply a categorical list of existing community observations. Planners use these generalities to guide what aspects of the study area need the most research, discussion, or solutions, thus providing a framework for the comprehensive planning exercise.

## STRENGTHS

- Strong history dating back to the 1830's
- Small town feel, but still near a big city
- Easy access to Interstate 10 and US Highway 290 allows residents to live in a rural setting with access to metropolitan amenities.
- The Interstate 10 Expansion Project will occur near Pattison and will help decrease traffic congestion, help to facilitate hurricane evacuation, and improve safety.
- Agriculture and natural resources
- Availability of Freeport Tax Exemption
- HDH Instruments is a strong employer in Pattison
- No county sales tax
- Local Fire Department
- High educational attainment rate
- High rate of home ownership
- Close proximity to the fourth largest city in the United States
- Nearby employment centers
- High median household income at \$88,515



## OPPORTUNITIES

- Grow and develop sustainably
- Provide new utility services and improve / expand existing services
- Make Pattison a destination
- Reduce truck traffic and through traffic
- Encourage varied housing types
- Grow and enhance a walkable downtown
- Strengthen outdoor recreation experiences



## WEAKNESSES

- Lack of sales tax revenue
- Stormwater drainage
- Proximity of medical care
- Truck traffic through Pattison
- Public utility availability
- Poverty rate at 13.21%
- Jurisdictional boundary disputes



## THREATS

- Development forces
- Small population
- Funding
- Older population
- Natural disasters, predominantly related to flooding
- Economic disparity





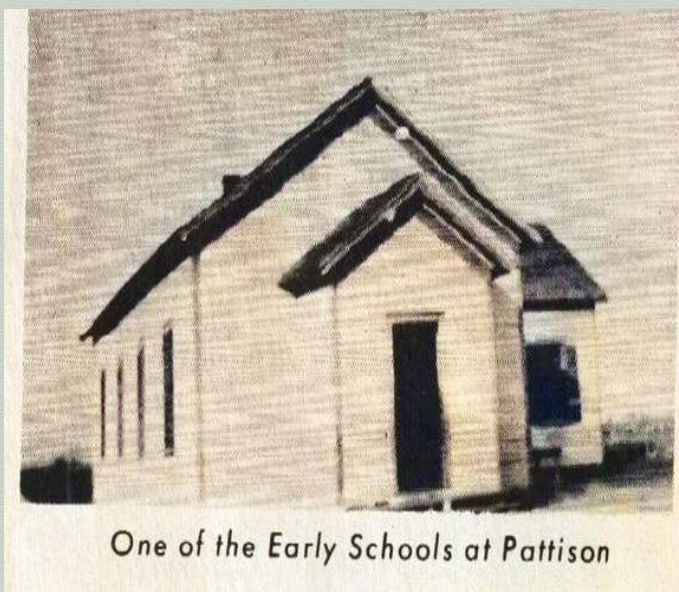
## History

The vicinity around Pattison was first known as Pine Grove and later named after James Tarrant Pattison. He was a plantation owner who settled in 1839 after purchasing a large tract of land from William Heady's Mexican Land Grant. His plantation became a stagecoach stop at the intersection of Atascosito Road and San Felipe Trail with 5,000 acres<sup>2</sup> and its own grist mill, sawmill, a cotton gin, and race track. Horse racing was popular at the time and local lore mentions that the name of the settlement came about as a result of a horse race between James Pattison's horse and John Greer. Pattison's horse, named "Unbeaten", was the local champion and won the race, having the honor to name the settlement for himself. Pattison and his wife, Sarah Smith Pattison (maiden name Clemons, another early settler family), helped the town develop and established the first church and school, shown in figure 2. Edwin Waller was a signer of the Texas Declaration of Independence and the first mayor of Austin. Waller County was named after him when it was organized in 1873, and made his residence in Pattison for many years. The settlement was established in 1877 when the Pattison family granted the right of way for the Texas Western Narrow Gauge Railroad through their property and donated additional land for a townsite. The railroad shipped mostly agricultural products such as cotton and originally ran from Houston to Pattison in a distance of 42 miles. Growth in the town mostly occurred along the tracks, attracting German, Jewish, and Armenian immigrants to the area<sup>3</sup>. By 1883



Figure 2: First Church and Early School of Pattison, Texas  
*Source: Waller County Texas Historical Commission / Society<sup>5</sup>*

the population had grown to 250 becoming the second largest community in Waller County during that time. In the 1880s former U.S. President Ulysses S. Grant and his son were members of the railroad's Board of Directors, but ceased operation by 1899. The MK&T Railroad built its tracks three miles to the south, bypassing Pattison completely, and the town started noticing a decline. On September 8, 1900 a category four hurricane ripped through Galveston, Texas, about 91 miles southeast of Pattison, killing an estimated 6,000 to 8,000 people<sup>4</sup> becoming one of the deadliest storms in U.S. history. The storm caused severe damage along with a fire that destroyed much of the buildings the same year. Businesses and workers started moving to Brookshire where the new railroad was instead of rebuilding in Pattison. By 1925, the population of Pattison had decreased to about 100 residents. By 1930, electricity came to Pattison and by 1935 the first high school was established. The population started to see momentum again and by November 16th 1972, the town was officially incorporated.





## Heritage and Culture

Cattle ranching and farming were the primary activities of the early settlers. Major crops were cotton, corn, and pecans. Additionally, watermelon, peaches, peanuts, and hogs were raised. Today, the city still maintains a small-town feel of “country-living” with the luxuries and conveniences of the “big-city”. Pattison’s rich history and heritage offers potential for tourism and a heritage trail with stops at sites to help draw in visitors and provide additional revenue for the city.

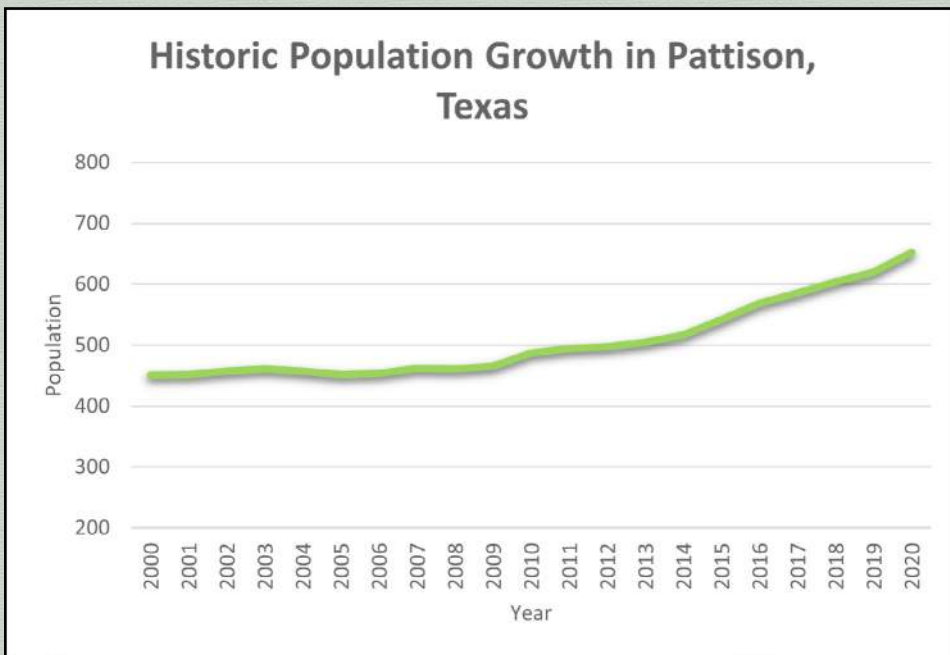


Figure 3: 20-Year Population Trend for Pattison, Texas from 2000 - 2020  
*Source: US Census Bureau<sup>7</sup>*

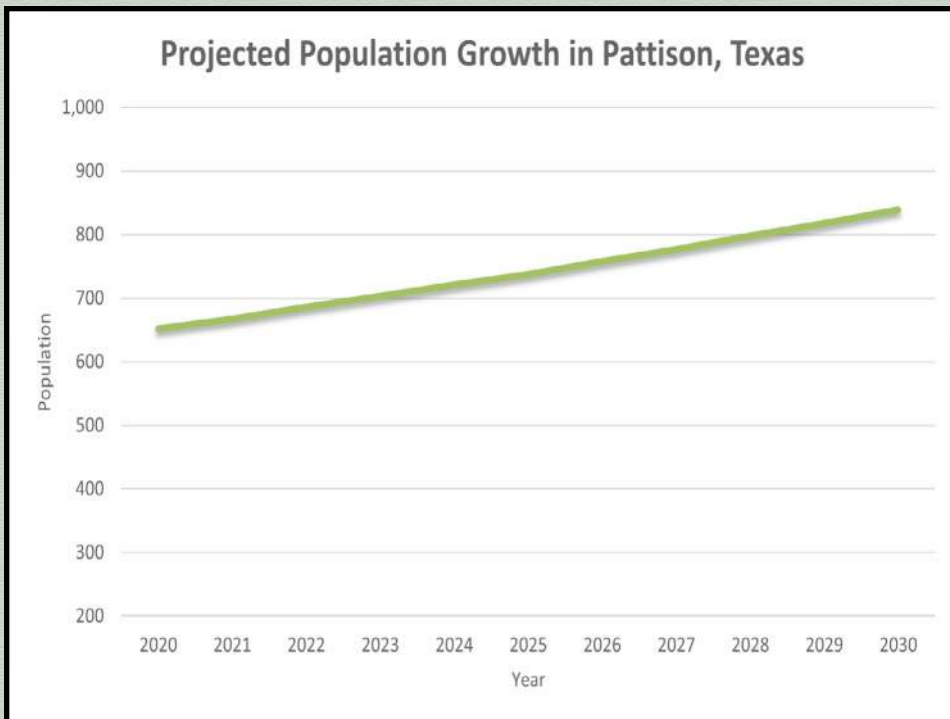
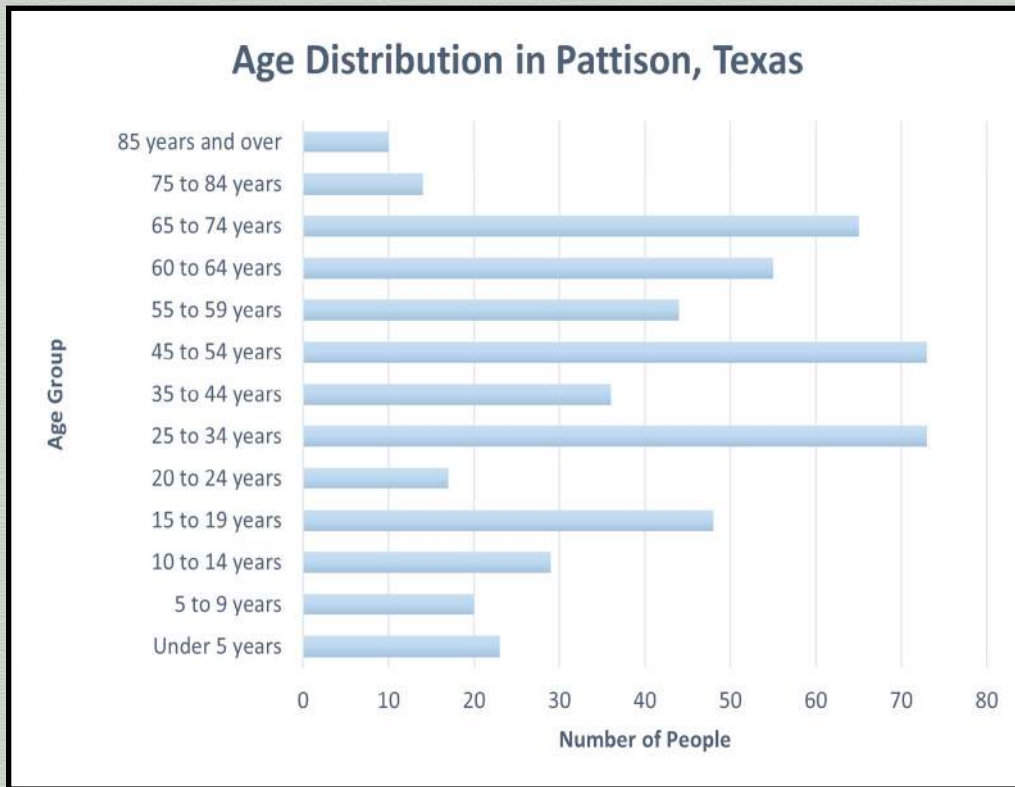


Figure 4: 10-Year Population Projection for Pattison, Texas from 2020 - 2030  
*Projection Calculations by: EHRA Engineering*

## Population

The City of Pattison has a land area of 3.3 square miles<sup>6</sup> and a population density of 194.20 persons per square mile. The city’s ETJ encompasses an additional 7.3 square miles. The population has been steadily increasing over the past 20 years as seen in figure 3. Conservatively, the population is expected to increase over the next 10 years with a growth rate of 2.52% and a projected population of 839 in 2030, as seen in figure 4. The population has increased by 33.9% since the last US Census in 2010, which recorded a population of 487. This population projection is very conservative with careful consideration to the growth of future development that is expected to occur outside of the city limits in the next 10 years. The City of Pattison is aware of the need to plan for the impact that these future developments will have on the city. Issues such as traffic congestion, affordability, emergency services, resources, and environmental threats are just a few of the problems that a city can face if it does not properly prepare.

## Population Continued



The median age of the population is 48 with about 50.10% males and 49.90% females. The age distribution in Pattison as of 2019 is shown in figure 5, indicating an older population.

Figure 5: Population Age Distribution in 2019  
Source: ACS Demographic and Housing Estimates 2019<sup>8</sup>

According to the US Census Bureau's most recent survey information from 2019, Pattison's demographic consists of:

- 66.1% White
- 24.1% Some other race
- 3.6% Black or African American
- 3.2% Two or more races

With the Hispanic or Latino Race demographic as:

- 57.8% Not Hispanic or Latino
- 42.2% Hispanic or Latino (of any race)



## Educational Attainment

Pattison's educational attainment is illustrated in figure 6. Educational attainment refers to the highest level of education completed by a population and is indicative of other statistics such as average household income, and unemployment. Cities that perform well in this category tend to perform well in other areas. Pattison's educational attainment runs very close to the Waller County percentage with most residents having received a high school education, some college but with no degree, or a bachelor's degree. By percentage, Pattison has more residents with a bachelors degree at 21% of the population compared to Waller County with 15% of the population. Statistically, this is indicative of Pattison being a well educated community.

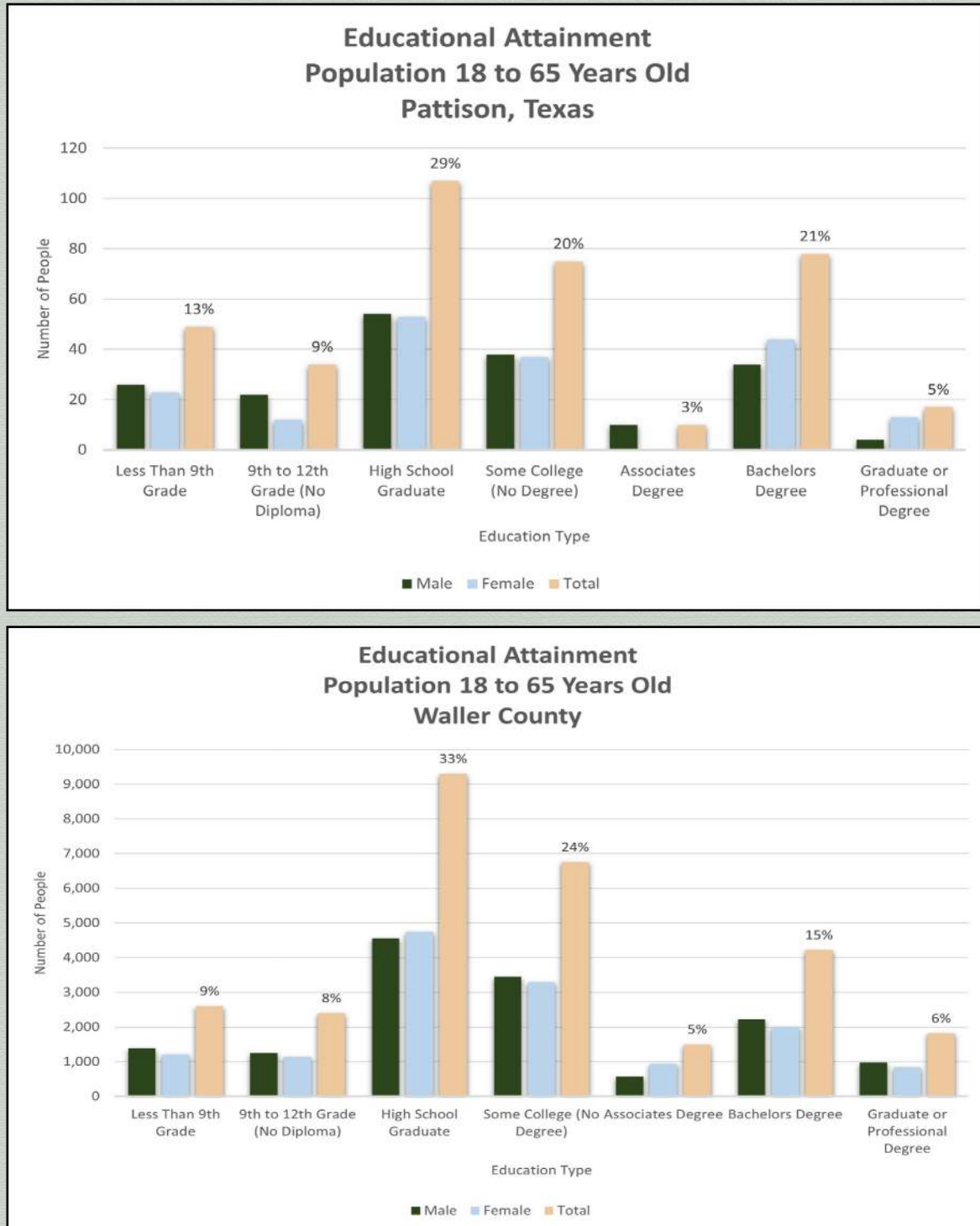


Figure 6: Educational Attainment in Pattison, Texas vs Waller County  
Source: US Census 2019 ACS 5-Year Survey (Table S1501)<sup>9</sup>



## Natural Hazards

Five major natural hazards affect the region according to the State of Texas's Hazard Mitigation Plan. These include hurricane, tornado, flood, wildfire, drought, and other common hazards including extreme heat, and severe thunderstorms<sup>10</sup>. Certain areas of Pattison are particularly subject to periodic flooding. Below is an image taken from the Waller County Hazard Mitigation Plan (HMAP) with a brief overview of Pattison. The HMAP is a great resource for further recommendations on mitigation strategies for natural disasters in the Pattison area.

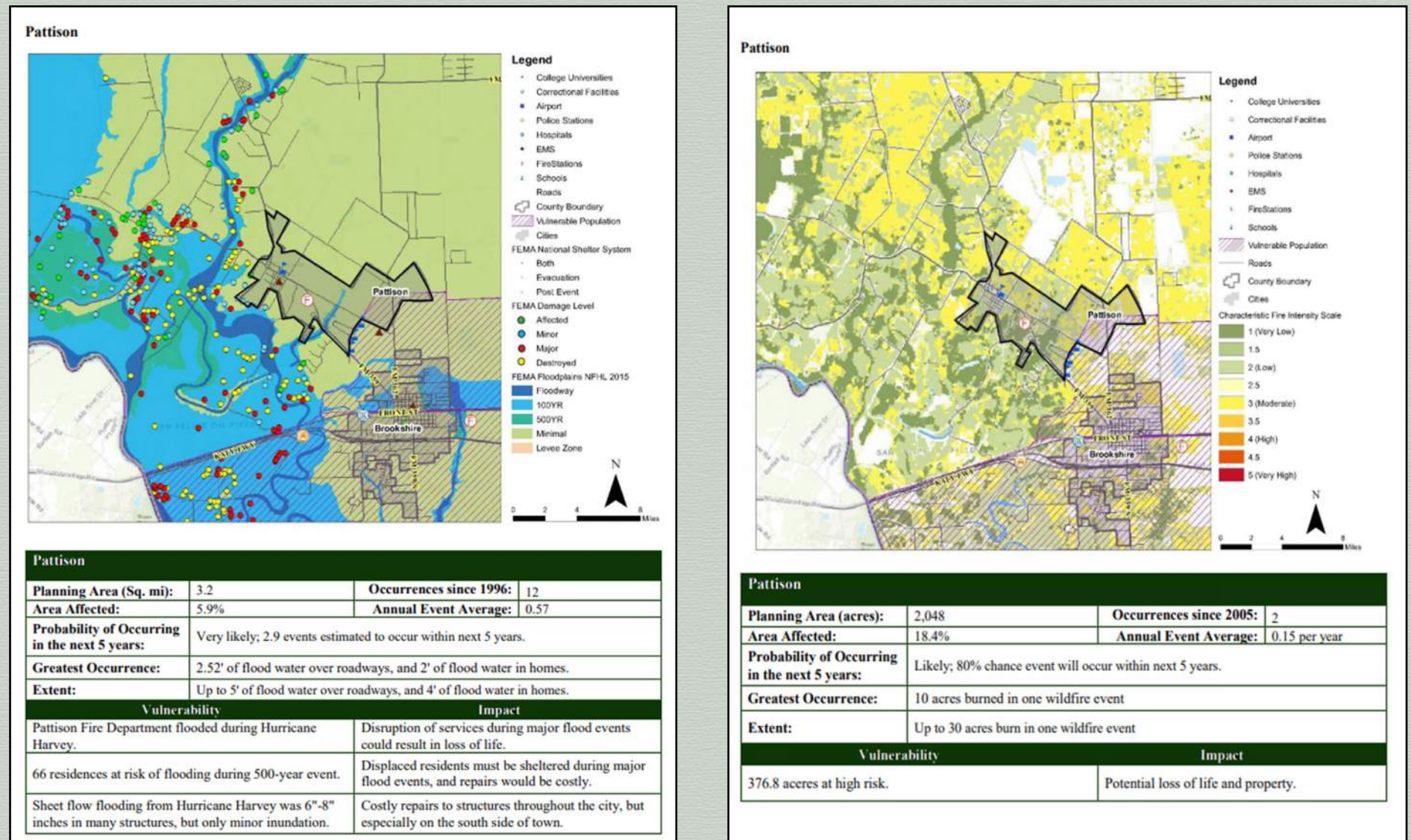


Figure 7: Hazard Analysis and Vulnerability Identification in Pattison

Source: Waller County Hazard Mitigation Action Plan<sup>11</sup>

## References

- <sup>1</sup> City of Pattison, Texas. 2021. "About Us." 2021. <https://pattison.texas.gov/welcome/>.
- <sup>2</sup> City of Pattison, Texas. "History," 2021. <https://pattison.texas.gov/sample-page/>.
- <sup>3</sup> Texas Historical Commission. "Pattison Methodist," 2020. <https://atlas.thc.texas.gov/Details/7473007905>.
- <sup>4</sup> Editors, History.com. "1900 Galveston Hurricane." Natural Disasters and the Environment, June 10, 2019. <https://www.history.com/topics/natural-disasters-and-environment/1900-galveston-hurricane>.
- <sup>5</sup> Waller County Texas Historical Commission/Society. "Waller County Texas Historical Commission/Society." Accessed June 23, 2021. <https://www.wallercountyhistory.org/>.
- <sup>6</sup> "Census - Geography Profile." Accessed August 26, 2021. <https://data.census.gov/cedsci/profile?g=1600000US4856108>.
- <sup>7</sup> Bureau, US Census. "City and Town Population Totals: 2010-2019." The United States Census Bureau. Accessed August 26, 2021. <https://www.census.gov/data/datasets/time-series/demo/popest/2010s-total-cities-and-towns.html>.
- <sup>8</sup> US Census Bureau. "ACS Demographic and Housing Estimates," 2019. <https://data.census.gov/cedsci/table?q=&g=1600000US4856108&tid=ACSDP5Y2019.DP05>.
- <sup>9</sup> US Census, Pattison, Texas, ACS. "Educational Attainment." Table ID S1501, 2019. <https://data.census.gov/cedsci/table?tid=ACSST5Y2019.S1501&g=1600000US4856108>.
- <sup>9</sup> US Census, Waller County, ACS. "Educational Attainment." Table ID S1501, 2019. <https://data.census.gov/cedsci/table?g=0500000US48473&tid=ACSST5Y2019.S1501&hidePreview=true>
- <sup>10</sup> Texas Division of Emergency Management. (2013, October 15). State of Texas Hazard Mitigation Plan 2013 Update. Page 74. Retrieved from <https://www.dps.texas.gov/dem/Mitigation/txHazMitPlan.pdf>
- <sup>11</sup> Waller County, and HGAC. "Waller County Hazard Mitigation Action Plan," September 13, 2018. <https://www.h-gac.com/getmedia/aad30dcd-a77a-42a4-854b-93843d561b09/Waller%20County%20HMAP%209-13-18.pdf>.



# PLAN PROCESS

How to use the Comprehensive Plan



# **Plan Process**

The 2021-2031 Comprehensive Plan for Pattison, Texas is a guide for the city to plan for future growth and prosperity. This document was developed and prepared by the Planning & Visioning Team at EHRA Engineering in partnership with the City of Pattison, Texas.

## **Importance / Purpose of Planning**

Comprehensive planning is simply the guidance of future action and necessary for making responsible decisions that will positively affect a community. Planners work with communities to discover emerging trends, identify issues, and create plans to address and solve challenges while also preparing for future outcomes. Growth planning is a necessary first step in identifying the development needs of a community such as Pattison, which is in the crosshairs of suburban growth patterns. Pattison City Leaders recognize the need to actively look at the likelihood of suburban development in and near the City's limits and ETJ. With a predominant rural community feel, what happens if developers acquire tracts and propose different land uses or density? Is the City equipped to protect existing land use? What transportation and infrastructure needs, such as stormwater drainage, are of immediate concern and how will those be affected by new development? These and many other questions are exactly why comprehensive planning is critical in allowing communities to effectively plan for their future. This comprehensive plan is therefore tailored to meet the most crucial development needs for the City of Pattison with fiscal responsibility in mind.

## **How to use the Comprehensive Plan**

The 2021-2031 Pattison Comprehensive Plan was adopted on December 2, 2021 and will be used as a guide for future development and growth. The plan may be used to:

- Identify a framework for a community vision and goals.
- Serve as a basis for land-use planning, regulations, ordinances, and fiscal policies.
- Understand the existing conditions of the community and guide future development.
- Instruct on the procedure necessary to put plans into action.

## **Understanding Pattison**

The Greater Houston Area has been experiencing substantial growth for many decades, and the trend is not changing. Development has been occurring westward from the City of Katy due to available land. The I-10 corridor, west of the Grand Parkway, has seen about one-third of all growth in the Greater Houston Area, with Waller County beginning to see new development interest. This development trend is likely to continue due to low interest rates, job growth, no state taxes, accessible transportation corridors, and comparatively inexpensive land.

The Pattison area is likely seen by developers and businesses as a prime location for future growth. Now is the time to plan for the future of the community. This comprehensive plan will guide elected officials to choose when and where to implement potential projects, such as road improvements, new parks, and public infrastructure. Grant monies for such projects can be accessed using the Comprehensive Plan as supportive documentation that the City is committed to its future. It must be understood that the plan should be updated as the needs of the city change over time.

During the planning process, EHRA has worked with the general public, stakeholders, elected officials, and the City of Pattison to facilitate virtual and in-person meetings. EHRA has documented countless hours on-site observing land use, existing conditions and reviewed numerous city and county documents. An online public survey was distributed to capture further data about the community. Reflections on public responses to the survey are included throughout this comprehensive plan to illustrate the emerging themes and priorities the community has expressed. These responses will assist with recommendations on planning for the future of Pattison.

## **Acceptance**

The 10-Year Comprehensive Plan is a blueprint for the City of Pattison to take action on numerous community goals. Following review and approval from the Planning Commission, the City of Pattison City Council adopted the Comprehensive Plan document on December 2, 2021.

## **Community Engagement**

Participatory planning involves members of the community with each stage of the planning process. Action leaders must work together to ensure the voice of the community is heard and that issues are equitably addressed.

## **Focus Groups - Community Planning Commission Team**

Mayor Joe Garcia requested the Planning Commission and City Council, as well as the City Secretary, who was responsible for scheduling virtual public meetings and engaging the community in activities, to collect feedback and information needed for the Comprehensive Plan.



## Comprehensive Plan Development Schedule

- **December 17, 2020** - Kickoff meeting with the Planning Commission to discuss the Comprehensive Plan and introduce the EHRA Planning Team to the community to explain the planning process and discuss the priorities for the plan.
- **January 2021** - Contract signing and commencement of data gathering
- **February-March 2021** - An online survey was sent out to stakeholders and the general public to collect data and feedback. The survey assisted the EHRA Planning Team with formulating the community vision and policy framework that is used to guide the comprehensive plan and aid in future growth and development.
- **April - June 2021** - The EHRA Planning Team conducted site visits to observe traffic patterns, collect the “windshield survey” of existing land uses, and performed the base mapping needed to track and chart existing conditions. Initial plan proposals and recommendations were formed and notated as the draft document work progressed.
- **July 8, 2021** - Planning Commission Workshop with the EHRA Planning Team to present ideas and gather feedback for growth planning, revitalization, and transportation components of the Comprehensive Plan.
- **July 22, 2021** - Joint meeting with City Council and the Planning Commission to discuss the first draft of the Comprehensive Plan.
- **December 2, 2021** - City Council adopts the 2021-2031 Pattison Comprehensive Plan.



Planning Commission Review Meeting: July 8, 2021

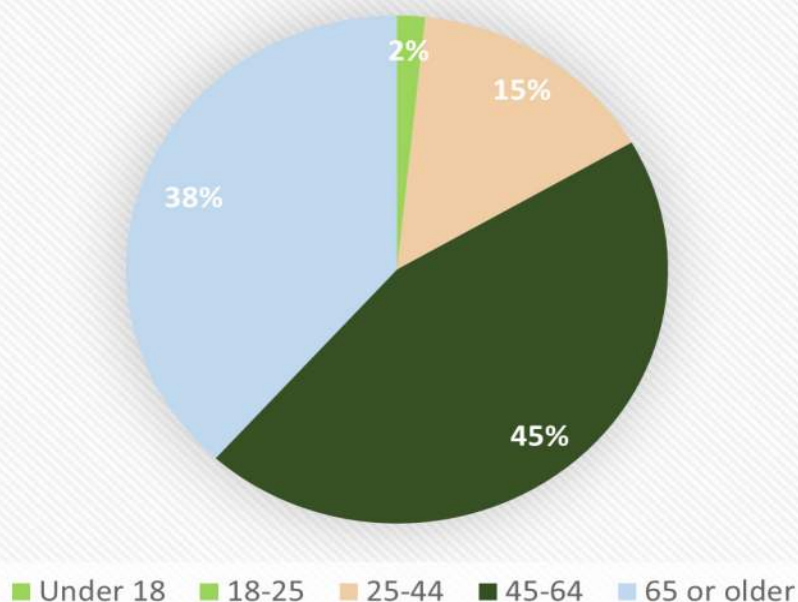
*Photo courtesy: EHRA Engineering*

## Community Outreach and Feedback

A virtual survey was sent out to the general public to be completed online. Pattison has a total population of 472 as of the 2010 US Census and a projected population of 652 for 2020. A total of 60 responses were collected. Results from the survey are herein added to the “Public Feedback” section of each chapter. For example, if a question asked about land use, then that question was added to the Land Use chapter of this document. Below are several responses pertaining to the planning process and demographics of the community.

### Survey Question: What is your age?

#### Participant Age Groups Pattison, Texas



» 38% of people answered “65 or older”

### Additional Comments from Pattison Residents

- “I applaud the planning commission’s efforts and due diligence in reaching out to its stakeholders and doing their best to stay ahead of the sure to come development. Pattison has a special appeal, but it can all be lost if we fail to set the tone on how development occurs.”



## Vision Statement

A vision statement describes what a city desires to achieve in the future and sets a direction for planning and execution. It can guide the decision-making process and help a City stay focused to meet long-term goals. After careful deliberation with the community and the City of Pattison over their needs and goals for the future, the following vision statement was created to support those objectives:

***“Pattison is a historically rich community that embraces change for the health and wellbeing of its future while preserving its rural character and charm. A thriving environment coupled with active participation from the community will result in a prosperous future for the city.”***

Resident feedback provided a wonderful suggestion for a city slogan:

**“Pattison Pure and Simple”**

Many cities use slogans within their corporate logo as a way to spread the central message on all communications. Adding “Pattison Pure and Simple” within the current logo designs reinforces the rural imagery. Retaining the incorporation date is similar to most other municipalities.



Current Logo



Example Including  
Suggested Slogan

The background image is a landscape photograph. It shows a calm body of water in the foreground, reflecting the sky. A dark, low-profile bridge spans the water in the middle ground. Behind the bridge is a dense line of green trees. The sky is filled with large, white, fluffy clouds. In the immediate foreground, there is a grassy area with a dark wooden fence and a wire mesh fence.

# Chapter 1

# **LAND USE**

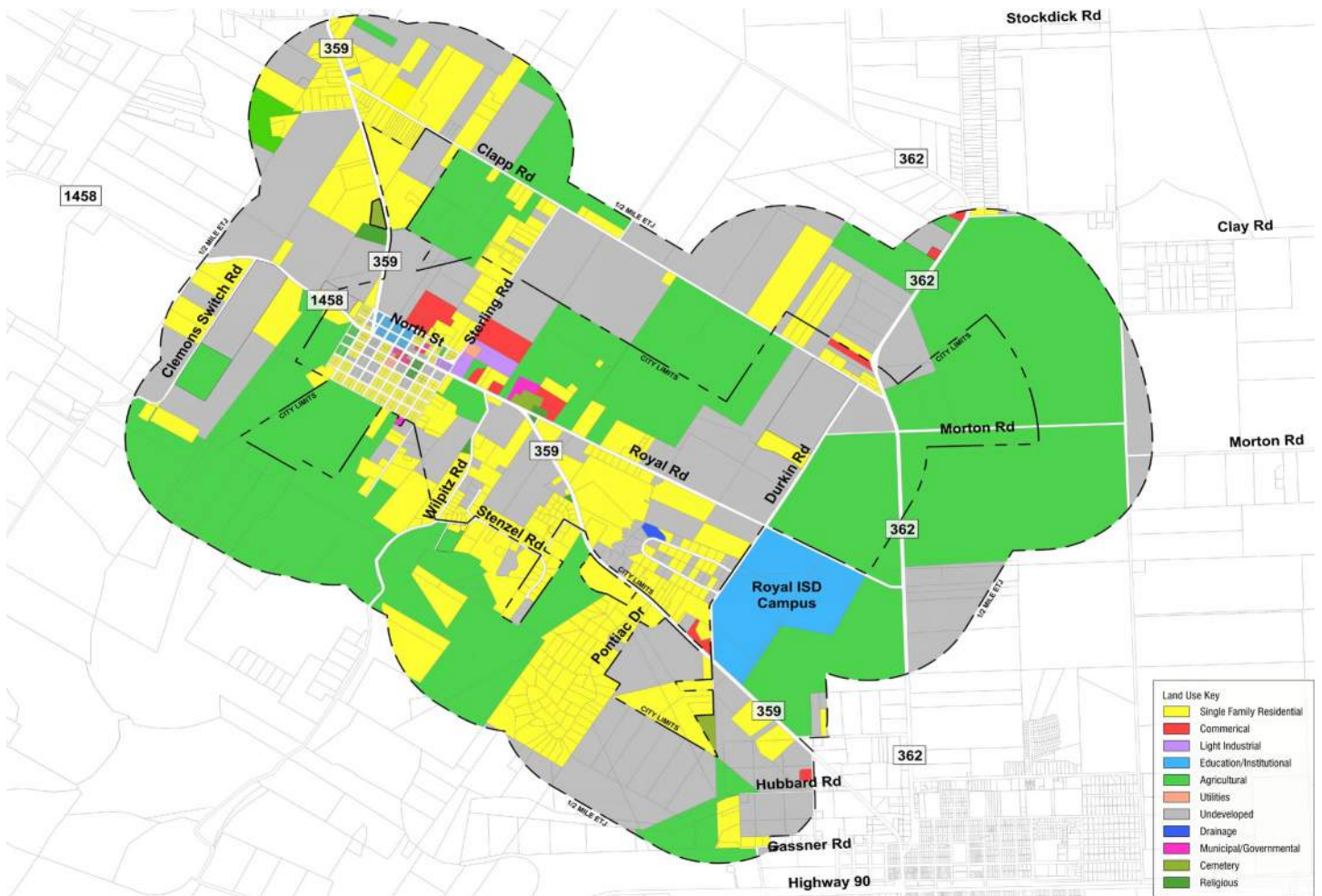


# Chapter 1: Land Use

Land use planning involves identifying the current observed functions of individual tracts of land within both the city limits and its Extraterritorial Jurisdiction (ETJ). A land use map helps planners understand the patterns of a city's growth and determine where future uses can or need to occur. The City of Pattison does not currently have zoning regulations but could benefit from their use in controlling and directing development (i.e., uses) within the city limits.

## 1.1 Existing Land Use

An aerial photography study and windshield survey was conducted to collect land use information. Individual land uses on the map may vary from the appraisal district's assigned use compared to the actual observed use by property owners at the time of the survey. Other land-uses may appear vacant or agricultural but in actual practice be a different use. The designated uses are meant to inform general trends so individual errors should be forgiven. Inclusion of the map in this comprehensive plan does not obligate an owner to a certain land use nor require a change in use in the future. As shown in maps 2 and 3, residential parcels are shown in yellow, agricultural in green, religious in dark green, industrial in purple, commercial in red, municipal in pink, institutional in blue, and undeveloped parcels in gray. The undeveloped and agriculture parcels will be the most desirable land uses for future development or conversely need the most protection.





Map 3: Pattison, Texas Current Land Use in Downtown Area  
*Map compiled by EHRA*

## 1.2 Downtown District or Central Business District

Community feedback supports defining a “downtown” area for Pattison. Questions of walkability arise with the current city layout. A lack of a concentration of buildings and businesses makes a current downtown area difficult to pinpoint. Potential exists to develop vacant parcels and redevelop and reuse existing structures. With a downtown district, Pattison can apply to become a designated Texas Main Street. Since 1980, the Texas Main Street Program of the Texas Historical Commission works hard with community stakeholders toward revitalizing and sustaining historic downtowns. These historic districts attract tourism and provide a unique setting for entrepreneurial businesses. Sales generated contribute to sales tax collections and increase property values. There are currently 89 Texas Main Street Communities across Texas with a population ranging from less than 2,000 to more than 300,000<sup>9</sup>, with an economic impact exceeding \$3.9 billion. 60% has come from private sector investment into Main Street Districts. Main Street Cities have added more than 45,000 jobs and 10,500 small businesses to the Texas economy. There is no application fee to apply for becoming a Main Street Community. The local government pays a modest annual administrative fee to participate in the program, making it possible for services to be provided continuously at no cost to businesses or property owners.

Benefits of the program:

- Resources and knowledge sharing
- Communication platforms (Online Library, Listserv, Main Street Matters)
- Main Street-specific professional development
- Access to expertise
- Access to the Main Street Texas Capital Fund revitalization grant from the Texas Department of Agriculture



The following are case study examples of successful main street programs in Texas cities similar in historical context and building design that Pattison could take as inspiration when developing their downtown.

## Case Study - Mineola, Texas

Mineola, TX is the hometown of country singer Kacey Musgraves but is also well known for preserving their downtown district and is nationally recognized as a Main Street City. The city is about 26 miles northeast of Tyler, Texas, with a population of 4,766<sup>10</sup> based on the latest 2020 data from the US Census. Mineola shares similar employment sectors as the areas surrounding Pattison with occupations in Production Operations, Sales, and Management Occupations. The program has helped develop a thriving downtown historic district with over \$11 million invested by private and public funds. Mineola has become a tourist destination by restoring its beautiful 1900's district. The district offers vintage collectibles and antique shops including, gift and craft stores, clothing stores, resale shops, a glass art studio, candle shops, fine jewelry stores, woodworking shops, nature shops, coffee shops, and bakeries.

*Source: City of Mineola<sup>11</sup>*



Special events and festivals are often on the city's event calendar, with a farmers' market held on Saturdays. Musicians meet at the gazebo on Commerce Street for jam sessions and welcome all acoustic musicians. Bystanders are encouraged to bring a chair and enjoy the music. Lastly, the Lake Country Playhouse is the oldest continuously operating movie theater in Texas. Live productions are on stage six-times per year. First-run movies are on Fridays and Saturdays, and the Lake Country Orchestra performs quarterly<sup>11</sup>. Mineola's historic train station is in their downtown district and was restored in 2005. Mineola's community leaders convinced Amtrak to make their city a stop again through creative local marketing and a promise to renovate the train station. The renovation recaptured the depot's original 1906 appearance, which was destroyed during a 1951 modernization project. The depot now features new signs, parking, landscaping, a museum of railroad memorabilia, and a restored caboose on the grounds, which is a great photo opportunity for visitors. The city used grants from the Texas Department of Transportation (\$550,000), Mineola Development Inc (\$195,820), and the Meredith Foundation (\$46,000). Additional funds were raised (\$13,000)<sup>13</sup> to support the multimodal depot, which is now known as the Mineola Transportation Plaza. The plaza won the "Best Building Restoration" award from the Texas Downtown Association in 2006.

*Source: Roadside Architecture<sup>12</sup>*



*Source: Great American Stations<sup>13</sup>*



## Case Study - Sulphur Springs

Sulphur Springs, TX, has an estimated population of 16,234 and is located halfway between Dallas and Texarkana. Sulphur Springs is known as “The Celebration City,” with over 300 events<sup>14</sup> and public activities held at the plaza each year. The city is a great example of how a downtown center can be transformed into an inviting, vibrant, economic engine. What used to be a parking lot is now known as The Celebration Plaza, becoming the signature of the city. The revitalization project started in 2007 when the city hired Ian Lockwood, a livable transportation engineer now affiliated with Toole Design Group. Over two years, Lockwood created the revitalization strategy and led the planning process, with a 63 million dollar budget<sup>15</sup>, for urban design and landscaping improvements. The Celebration District was featured in the 2015 Congress for New Urbanism Conference.



The 1895 Romanesque Revival Hopkins County Courthouse is the focal point of The Celebration District. Its eye-catching architecture and creative landscaping, public space design, and unique public restrooms have become tourist attractions by themselves. The restrooms are the only see-through public restrooms in the United States, built with one-way mirrors so anyone inside can see out, but no one can see inside. The plaza also contains a splash pad, game tables, bistro areas, smart lighting that dances to music during the holidays, a 50-foot flagpole, brick paving, on-street parking, and bump-outs to slow traffic. The plaza is designed with flexibility and pedestrian accessibility in mind. The curbless, flush streets can be closed to expand the square for special events. Completed in 2013, and the impact has been profound. Proper street design with wide sidewalks, street trees, and furnishings have encouraged pedestrians to linger at the shops and cafes, which has improved the economy and preserved its small-town charm. City Manager Marc Maxwell has stated that the locals no longer refer to Sulphur Springs as “Suffering Springs.” Citizens are proud of their city and believe the project has improved its image. Sulphur Springs has become a role model for other rural communities in Texas that are developing revitalization plans<sup>18</sup>. The City of Pattison can take some strategies from Sulphur Springs and apply them to their downtown project dreams. Specifically, the public plaza idea could manifest in Pattison as a network of wide sidewalks with generous use of recycled brick pavers surrounded by varied land uses which will attract a wide cross section of visitors.







Map 4: Proposed Boundary of Downtown District  
*Map compiled by EHRA*

Community feedback during the outreach process was strong about the desire to have a downtown area in Pattison. In addition to revitalized buildings and new construction, activities, festivals, and events can provide residents and visitors a reason to spend time in Pattison. A walkable downtown with new businesses and open spaces will help create an identity for the city, and a sense of pride in the community. Map 4 illustrates the proposed boundary of a Downtown district in Pattison. As proposed, the district is centered on Avenues F and G, north of FM 359. Also known as 2nd Street, this thoroughfare could be redesigned as the “Main Street” that will run through the proposed downtown district. Several blocks north of 2nd Street and one block to the south are the most likely areas to include in a proposed boundary. The proposed downtown area is currently a mix of land uses, highlighted by the Royal ISD Administration Campus, Pattison United Methodist Church, and HDH Instruments Inc. The Pattison House is a relative newcomer to the area, but the investment in a high quality business within the proposed downtown area could be the catalyst for the style and trends to come.



## Downtown Idea 1: Turn the portion of 2nd Street between Avenue J and the intersection of FM 359 and FM 1458 into a boulevard



Map 5: Location of Proposed Downtown District with Land Recommendations  
*Map compiled by EHRA*

A boulevard on current FM 359 would benefit the new downtown by creating an inviting, walkable, and visually appealing space that also incorporates the needs of businesses, bicyclists, and pedestrians. By adding bike lanes and sidewalks with safe intersection designs, visitors to the area can safely cross 2nd Street and browse and shop sidewalk sales. Visitors will feel safe from vehicles with the added buffer of parallel parking to each side of the street. The speed limit along FM 359 is currently 40 mph. A speed limit decrease to 30 mph is suggested between Avenues B and J. The lower speed limit will create a safer environment for pedestrians crossing the street as well as a chance for drivers to see and admire what the town has to offer, encouraging them to stop and spend some time.

Further, a boulevard separates busy streets into parallel urban realms, creating buffers between commercial or residential sidewalks from traffic, as seen in figure 8. Boulevards require attention at intersections with cross-traffic. Poor design can result in confusing intersections that are unsafe for all street users. Integrating design elements such as crosswalks, lighting, curb-outs, special paving, and street trees (just to name a few) will enhance the attractiveness, safety, and walkability of the boulevard.

Though it is a long-term project with many moving parts, discussions should begin to reroute truck traffic north of Pattison so that current FM 359 might see a reduction in overall truck traffic. If achieved, implementation of certain design elements could proceed following obtaining additional right-of-way. TxDOT design criteria may not allow the parking and boulevard as proposed herein so local control of the right-of-way may be needed. Only through the combination of a new truck route, widening of right-of-way, and addition of speed controls can the boulevard concept be fully realized.



**Figure 8: Boulevard Design**

*Source: NACTO<sup>19</sup>*

Boulevard medians are often under-designed or inhospitable as public spaces. Medians can be functional in encouraging safe vehicle speeds for bicyclists and pedestrians. Such roads can also provide additional parking to local businesses and residents. Back-in angled parking is an option for limited space, but parallel parking is suggested. Curb extensions or midblock crossings can be beneficial in facilitating pedestrian access across streets and medians. Flush curbs create a seamless transition between the sidewalk, street, and median<sup>18</sup>. A curb extension and midblock crossing can be seen in figure 9 below.



**Curb Extension**

**Midblock Crossing**

**Figure 9: Example of a Curb Extension and Midblock Crossing for an intersection**

*Source: NACTO<sup>19</sup>*



The existing right-of-way of FM 359 is not sufficient for the proposed boulevard concept. Care and planning will be required to add needed right-of-way width so as to preserve trees while adding the parallel parking and wide walkways that are desired. Figure 10 shows the proximity of trees on the north side of the FM 359 right-of-way.

A recommended boulevard design for the aforementioned section of 2nd Street is shown in figure 11. The design created with the software StreetPlan incorporates some of the recommendations as stated by the National Association of City Transportation Officials (NACTO). This design establishes a great work, life, and entertainment balance for those visiting the city while keeping safety in mind. Pedestrians and bicyclists are aided by incorporating a median for pedestrian relief, special paving, in-ground lighting technology to alert motorists, and bike lanes. Landscaping will beautify the corridor, and proper wayfinding will notify residents and visitors of the amenities offered downtown. Proper seating, lighting, bike parking, and other street furniture will provide a comfortable atmosphere to keep people wanting to come back to spend more time. The success of a street redesign project can be measured by observing an increase in foot traffic on renovated streets/sidewalks and measuring the increase in business/sales reported from local businesses located near the street design project.

Table 1 shows the approximate cost of implementing the boulevard design along FM 358. These figures are an approximation based on current construction costs as of July 2021 and should be taken as a baseline to calculate a general idea of how much this project will cost to construct.



**Figure 10: Views of FM 359 in Pattison**  
*Photo courtesy: EHRA Engineering*

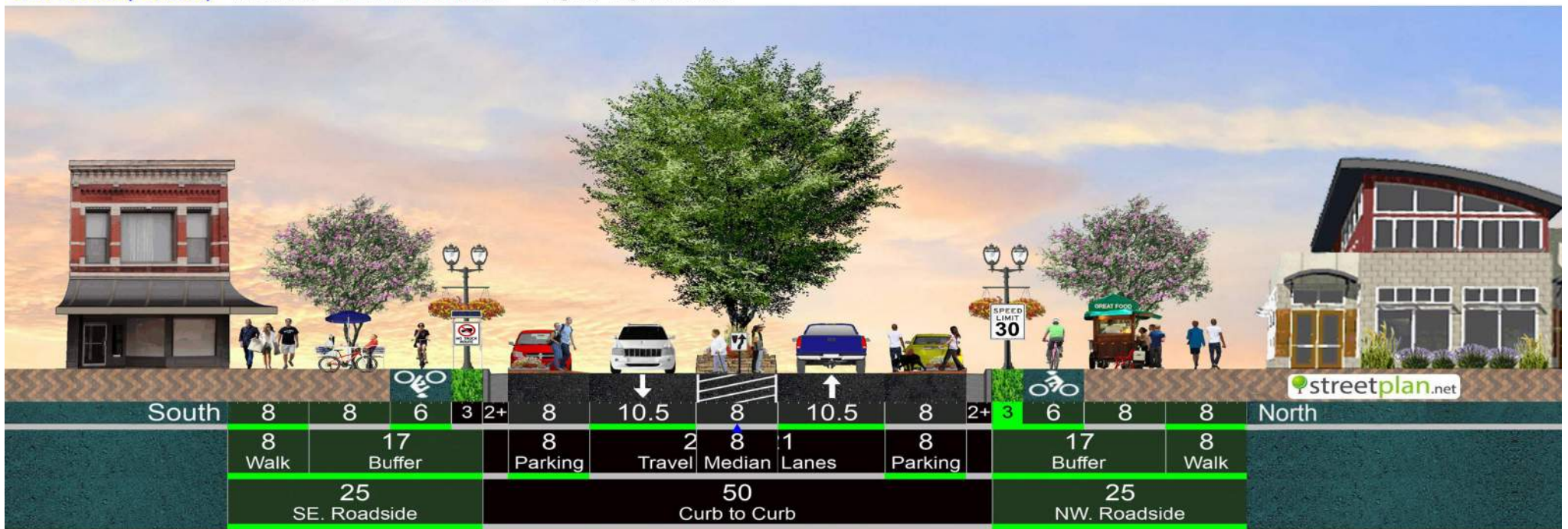


Figure 11: Boulevard Street Design along FM 359 (2nd Street)

Source: EHRA design using StreetPlan

## Boulevard Street Design Approximate Cost (Research Underway)

Amenities	Unit Cost	Quantity	Total Cost
Benches <sup>20</sup>		16	
Concrete Sidewalk <sup>21</sup>		35,038 sq ft	
Pedestrian Streetlight <sup>22</sup>		33	
32-Gal Trash Receptical <sup>23</sup>		16	
Bike Rack Bollard <sup>24</sup>		15	
Trees (cost includes labor and first 3 years of maintenance) <sup>25</sup>		36	
No Truck Sign (18"x24") <sup>26</sup>		1	
Speed Limit Sign (18"x24") <sup>27</sup>		1	
Raised Median as a Pedestrian Refuge Island <sup>28</sup>		4	
High Visability Crosswalk Pavement Markings (per crossing) <sup>28</sup>		4	
Bike Lane <sup>29</sup>		13,912 sq ft	
<b>Total Cost</b>			<b>\$2,000,000</b>
*All figures are an approximation of costs			

Table 1: Boulevard Street Design Approximate Cost along FM 359 (2nd Street)

Source: Various Sources



A sidewalk and bike lane is proposed along 1st Street between Avenue F and Avenue H as seen in Map 5 on page 26. This is a viable area to concentrate connectivity, walkability, and beautification since it is adjacent to future City Hall, which could take on the role of an activity center for the city. Adding the sidewalk and bike lane to one side of the road is a more feasible option than converting this section into another boulevard. Parking can be added along Avenue G and Avenue H to provide more spaces and alleviate the need to expand 1st street for parallel spaces. A streetview design of this idea can be seen in figure 12 along with an approximate cost table for the project. 1st Street may be a strategic starting place for this project since it will be more affordable to construct and avoid the need to redesignate any street classifications.

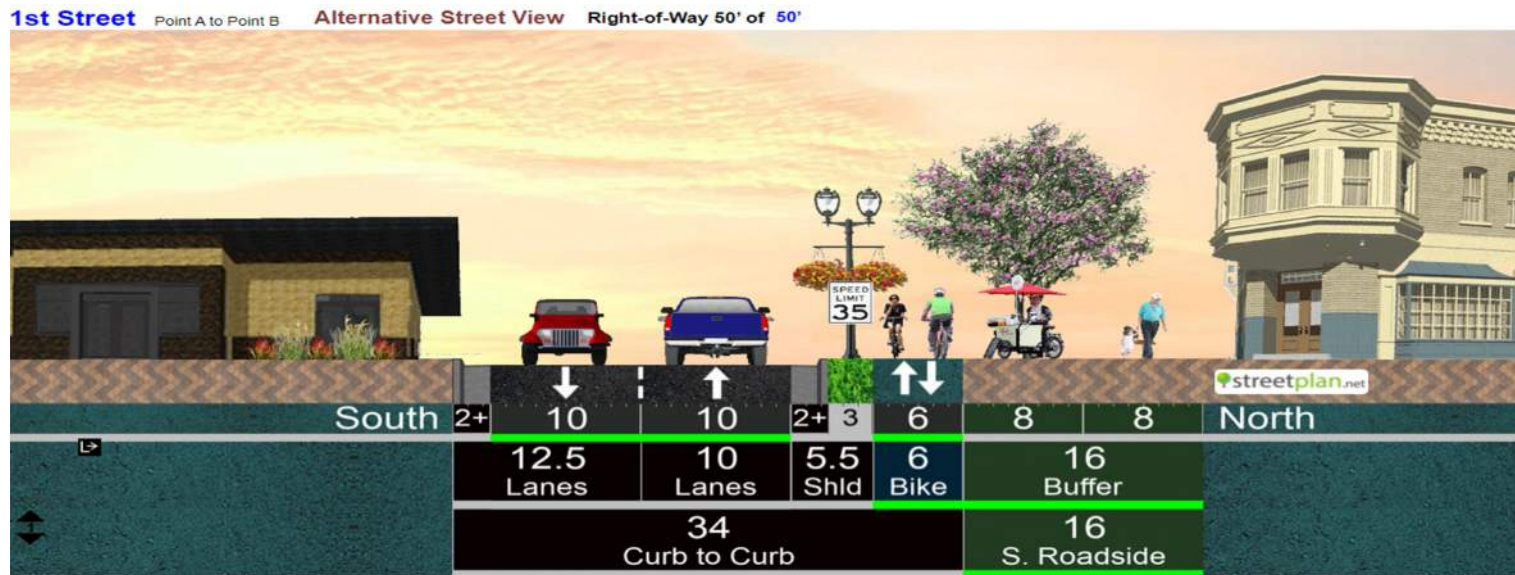


Figure 12: Street Design along 1st Street  
Source: EHRA design using StreetPlan

1st Street Design Approximate Cost (Research Underway)				
	Amenities	Unit Cost	Quantity	Total Cost
Benches <sup>20</sup>			10	
Concrete Sidewalk <sup>21</sup>			14,247 sq ft	
Pedestrian Streetlight <sup>22</sup>			13	
32-Gal Trash Receptical <sup>23</sup>			10	
Bike Rack Bollard <sup>24</sup>			7	
Trees (cost includes labor and first 3 years of maintenance) <sup>25</sup>			30	
Speed Limit Sign (18"x24") <sup>27</sup>			1	
High Visibility Crosswalk Pavement Markings (per crossing) <sup>28</sup>			3	
Bike Lane <sup>29</sup>			5,376 sq ft	
<b>Total Cost</b>				<b>\$800,000</b>
*All figures are an approximation of costs				

Table 2: 1st Street Design Approximate Cost  
Source: Various Sources



## Downtown Idea 2: Farmers Market

One of the top requests from the community outreach survey was to include a farmers market in Downtown Pattison. The farmer's market can be permanently established or held regularly. The farmer's market can serve the role of a grocery store by offering fresh produce, baked goods, meat, eggs, flowers, and dairy products. An ideal location is the parcel on the northwest corner of 2nd Street and Avenue H. This location can take advantage of existing parking and promote a walkable environment as well as offering activities for those attending church services on Sundays.



Source: Orange County<sup>30</sup>



**Figure 13: Proposed Location for Farmers Market and Parking**

*Photo courtesy: EHRA Engineering*



### Downtown Idea 3: Food court with outdoor seating area and lawn games

The tracts adjacent to and behind Mamie's Kitchen can be expanded into a food court for new permanent restaurants or food trucks, thus creating an outdoor area for dining and playing lawn games with friends and family. Food options, in general, are great attractors of people, bringing vibrancy to any community.



*Photo Courtesy: EHRA Engineering*



*Source: WSAV<sup>31</sup>*

**Figure 14: Proposed lot for food court on left and food court example drawing on right**



## Downtown Idea 4: Mixed-Use Development (Office / Retail)

The undeveloped property south of FM 359 opposite HDH Instruments is a prime location for a mixed-use development. This location works well due to its size and location as a gateway to a new Pattison downtown area. Such a development can include retail space on the first floor and accommodate a range of retail businesses, with the second floor reserved for office space or residential apartments. It is recommended that new structures be no more than three floors high so as to keep the small-town feel through the use of scale. Architectural guidelines will also help in defining the downtown area.



**Figure 15: Proposed location for Mixed-Use Development**

*Photo courtesy: EHRA Engineering*

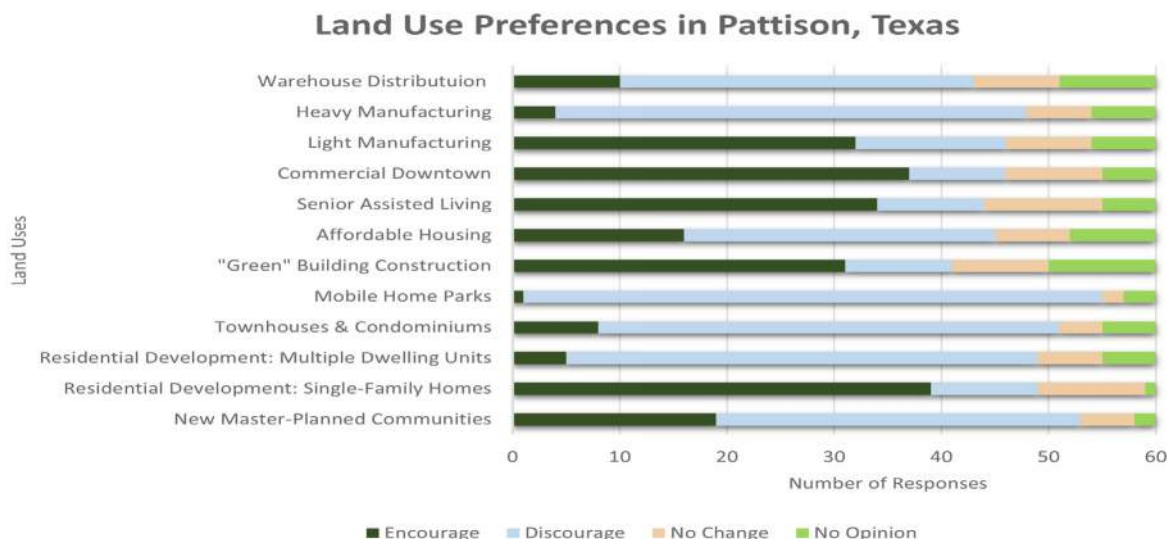


**Figure 16: Mixed-Use Development**

*Source:  
Completecommunities.  
org<sup>32</sup>*

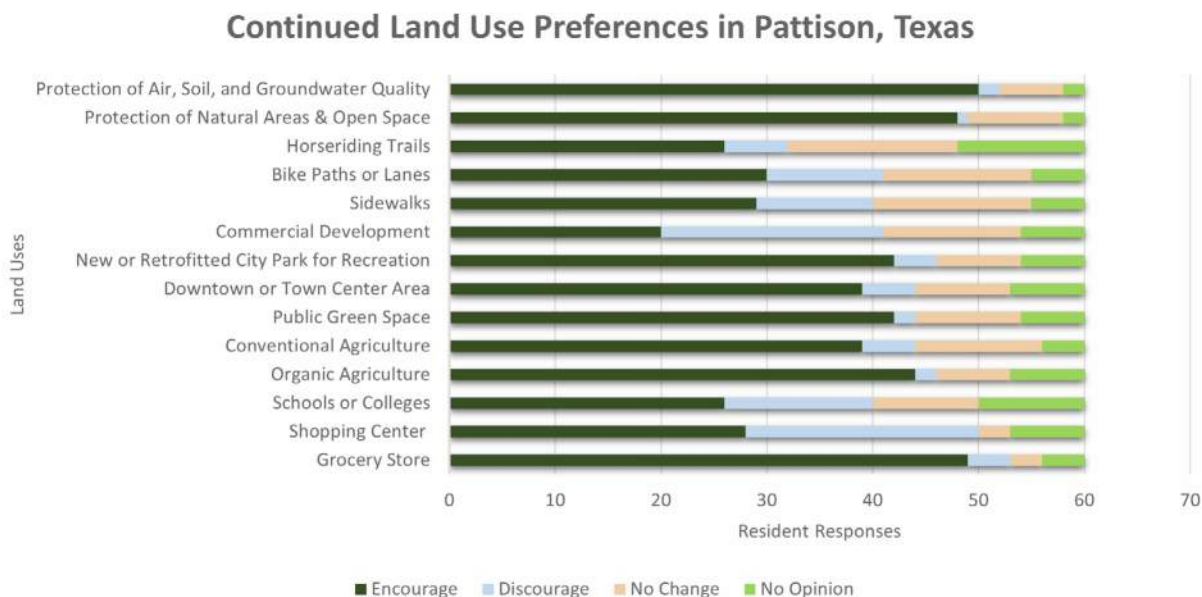
## 1.3 Public Feedback Regarding Land Use

**Survey Question: Would you encourage or discourage the following land uses in Pattison?**



- » Most residents encourage light manufacturing, a commercial downtown, senior assisted living, green building construction, and single-family residential development.
- » Most residents discourage warehouse distribution, heavy manufacturing, mobile home parks, and new master-planned communities.

**Survey Question: Would you encourage or discourage the following land uses in Pattison?**



- » Most residents encourage a commercial downtown, senior assisted living, green building construction, light manufacturing, and single-family residential development.
- » Protecting the area's natural resources, parks, agriculture, and a grocery store are the top land uses residents would like to encourage.



## Additional Resident Comments:

- “We moved to Pattison to escape the noise, lights and dirt of downtown Houston. We enjoy the quiet outdoors and safe spaces for families.”
- “I don’t want to be populated like Katy, way too crowded, but I guess it’s inevitable...ugh.”
- “I would like to see green spaces around and in town protected and improved. It would be nice to see the town participate in some of the regional efforts to re-wild sections of land as well. Barring that, I would far prefer to have at least parks, trails, paths, and similar or even light commercial growth over anything industrial.”
- “Development of each item needs to be in moderation. Some development is good, but too much is bad.”
- “A great fishing area would be great, however, most places have “no trespassing” or “no fishing from bridges” signs.
- “I’m not informed enough to have an opinion about a school or college. I understand it is nearly impossible to encourage a grocery store to come to Pattison without a municipal sewage system.”
- “Added conveniences such as a shopping center could be available provided we do not follow the model of Katy/Fulshear where trees are mowed down and we lose our rural/country atmosphere.”
- “Make water #1 priority. ‘Pattison Pure and Simple’ should be our slogan. Clean water is vital. The USDA will help development.”

## 1.4 Land Use Themes and Goals

### Goal 1.1: Guide the future growth of the city according to the community’s vision

#### a. Objective 1.1.1: Preserve rural character and charm of the city

- i. Action 1.1.1.1: Create or modify current ordinances and policies to control land uses that are in line with the community’s vision and goals
- ii. Action 1.1.1.2: Monitor the plan progress to City Council and the Planning Commission biannually
- iii. Action 1.1.1.3: Protect the area’s natural resources through development incentives that promote open space

### Goal 1.2: Establish a downtown district

#### b. Objective 1.2.1: Define a boundary for the downtown district and create a walkable, aesthetic, and inviting environment

- i. Action 1.2.1.1: Consider developing a partnership with the Texas Main Street Program
- ii. Action 1.2.1.2: Develop a boulevard along FM 359
- iii. Action 1.2.1.3: Incorporate wayfinding and signage along FM 359 showing businesses offered downtown

## Implementation Notes:

Implementation of these goals needs to be a combined effort between the planning commission and city council to create and enforce the ordinances and policies necessary to achieve these goals. The Texas Historical Commission is the resource for applying for the Texas Main Street Program, which can support any actions for developing a downtown district. TxDOT is the resource for changing FM 359 to a local street, which will allow the redesign of a boulevard through the downtown district.

## References

- <sup>9</sup> Texas Historical Commission. "About the Texas Main Street Program," July 9, 2021. <https://www.thc.texas.gov/preserve/projects-and-programs/texas-main-street/about-texas-main-street-program>.
- <sup>10</sup> Texas State Demographics. "Mineola, Texas Population History | 1990 - 2019," February 12, 2021. <https://www.biggestuscities.com/city/mineola-texas>.
- <sup>11</sup> Newman, Doris. "Downtown Mineola." Mineola Texas. Accessed July 1, 2021. <https://www.mineola.com/msp/page/downtown-mineola>.
- <sup>12</sup> "Texas Movie Theatres | RoadsideArchitecture.Com." Accessed July 1, 2021. <https://roadarch.com/theatres/tx7.html>.
- <sup>13</sup> "Mineola, TX (MIN) – Great American Stations." Accessed July 1, 2021. <https://www.greatamericanstations.com/stations/mineola-tx-min/>.
- <sup>14</sup> City of Sulphur Springs. "Downtown." Sulphur Springs Texas, 2015. <http://www.sulphurspringstx.org/visitors/downtown.php>.
- <sup>15</sup> Lubenau, Anne-Marie. "In a Small Texas Town, a Community-Driven Plan Sparks Revitalization." Metropolis (blog), May 9, 2019. <https://www.metropolismag.com/cities/sulphur-springs-downtown-rudy-bruner-award/>.
- <sup>16</sup> VI Staff, 2020-. "5 Best Things to Do in Sulphur Springs, Texas." VacationIdea, October 30, 2020. <https://vacationidea.com/texas/best-things-to-do-in-sulphur-springs-tx.html>.
- <sup>17</sup> Dempsey, John Mark. "Sulphur Springs Wins TML 'Spirit Award.'" All Things Considered, November 16, 2021. <https://www.ketr.org/post/sulphur-springs-wins-tml-spirit-award>.
- <sup>18</sup> Bruner Foundation. "Sulphur Springs Downtown." Rudy Bruner Award, 2021. <http://www.rudybruneraward.org/winners/sulphur-springs-downtown/>.
- <sup>19</sup> National Association of City Transportation Officials. "Boulevard," July 11, 2013. <https://nacto.org/publication/urban-street-design-guide/streets/boulevard/>.
- <sup>20</sup> The Home Depot. "Surface Mounted - Park Benches - Commercial Playground Equipment." Accessed April 28, 2021. <https://www.homedepot.com/b/Playground-Equipment-Commercial-Playground-Equipment-Park-Benches/Surface-Mounted/N-5yc1vZc5p7Z1z0w3bv>.
- <sup>21</sup> Remodeling Expense. "Cost of Concrete Sidewalk," 2021. <https://www.remodelingexpense.com/costs/cost-of-concrete-sidewalk/>.
- <sup>22</sup> Johanson, Becky. "Cost Comparison Between Solar vs. Traditional Lights." Greenshine. Accessed August 23, 2021. <https://www.streetlights-solar.com/cost-comparison-between-solar-vs-traditional-lights.html>.
- <sup>23</sup> TreeTop Products. "Northgate Receptacles," 2019. <https://www.trashcontainers.com/northgate-receptacles>.
- <sup>24</sup> Park Warehouse. "Bollard Post Bike Racks," 2021. <https://parkwarehouse.com/product-category/bike-racks/bollard-post-bike-racks/>.
- <sup>25</sup> Burden, Dan. "Urban Street Trees 22 Benefits Specific Applications." Glatting Jackson, Walkable Communities, Inc., 2006. <https://www.needhamma.gov/DocumentCenter/View/10564/25-Benefits-of-Urban-Street-Trees-by-Dan-Burden?bidId=>
- <sup>26</sup> MyParkingSign.com. "No Trucks Or Trailers Sign," 2021. <https://www.myparkingsign.com/No-Trucks-Signs/No-Trucks-Or-Trailers-Sign/SKU-K-2891.aspx>.
- <sup>27</sup> MyParkingSign.com. "Aluminum Speed Limit Sign," 2021. <https://www.myparkingsign.com/traffic-signs/speed-limit-10-mph-sign/sku-k-2081.aspx>.
- <sup>28</sup> City of Berkeley. "Pedestrian Plan," 2020. [https://www.cityofberkeley.info/uploadedFiles/Public\\_Works/Level\\_3\\_-\\_Transportation/2020%20Pedestrian%20Plan%20Appendix%20E%20adopted.pdf](https://www.cityofberkeley.info/uploadedFiles/Public_Works/Level_3_-_Transportation/2020%20Pedestrian%20Plan%20Appendix%20E%20adopted.pdf).
- <sup>29</sup> Lynn, Weigand, McNeil Nathan, and Dill Jennifer. "Cost Analysis of Bicycle Facilities." Portland State University, June 2013, Page ii. [https://activelivingresearch.org/sites/activelivingresearch.org/files/Dill\\_Bicycle\\_Facility\\_Cost\\_June2013.pdf](https://activelivingresearch.org/sites/activelivingresearch.org/files/Dill_Bicycle_Facility_Cost_June2013.pdf).
- <sup>30</sup> Orange County Register. "Best of Orange County 2019: Best Farmers Market," September 19, 2019. <https://www.ocregister.com/best-of-orange-county-2019-best-farmers-market>.
- <sup>31</sup> WSAV Staff. "Savannah City Council Approves Food Truck Court Location." WSAV-TV (blog), April 12, 2018. <https://www.wsav.com/news/local-news/savannah-city-council-approves-food-truck-court-location/>.
- <sup>32</sup> "Mixed-Use Development | Planning for Complete Communities in Delaware." Accessed July 13, 2021. <https://www.completecommunitiesde.org/planning/landuse/mixed-use-development/>.





## Chapter 2

# **ORDINANCE REVIEW**

## Chapter 2: Ordinance Review

Adopting new ordinances and strengthening existing codes are key to protecting the Pattison community from unwanted forces and activities while allowing the kind of growth and development that is desired. The following recommendations are made:

### Ordinance No. 133: Public Nuisance Ordinance

The current public nuisance ordinance states that any tree branches, shrubbery, and or similar vegetation that is affecting the public health and safety of the citizens of Pattison must be regulated<sup>33</sup>. It is recommended to change the name of this ordinance to a “Tree and Vegetation Ordinance” and add the following regulation:

- » Trees are an important resource and contribute to the city’s historical, physical, aesthetic, ecological, and economic environment<sup>34</sup>. Trees can provide a habitat for wildlife, reduce the impact from the sun, increase property values, and combat pollutants. A tree ordinance can protect trees from getting wiped out or utilize them as a feature for future development and site design. The city can consider setting minimum standards for the preservation and planting of trees. Other options include requiring permits to remove trees, setting tree preservation zones, setting a minimum tree canopy requirement for development, requirement for trees and buffers in parking lots, pre-development planning process requirements including tree preservation and landscape plans, and enacting tree survey requirements.

The Public Nuisance Ordinance should be recategorized to include regulations for noise and light pollution. Pattison already has a Noise Ordinance No. 127<sup>35</sup>. This ordinance can be renamed the Public Nuisance Ordinance No. 127 and include a regulation for light pollution since Pattison does not currently have one. Many residents have requested a noise ordinance be enacted, however Pattison already has one in place that is sufficient and does not require any modification. It may be necessary to review procedures in order to properly enforce this ordinance. Pattison should consider the following recommendation to formulate a light ordinance:

- » A light ordinance is intended to remove any direct glare source that can be hazardous when viewed from roadways, other businesses, or be offensive to residential properties. It can also allow for an enjoyable environment that is free of invasive light nuisances and protect the night sky from such light pollution. Outdoor lighting is intended to increase safety and security at night, but too much lighting can have a reverse effect from glare causing hazards from discomfort to visual disability. A 2015 study found that streetlights also don’t prevent accidents or crime, but do cost a lot of money<sup>36</sup>. Options for controlling light pollution can include cutoff luminaires for street lighting to reduce glare and limit intensity; installing colonial, victorian, or other ornament styles of lighting that can also include cutoff designs to avoid unnecessary glare; requiring shields to reduce light trespass problems. Illuminance recommendations can be set for after-business hours requiring businesses to only allow lights to remain on for security lighting at critical locations. Implementation of smart lighting solutions, specifying limits of light generation in lumens per net acre, and setting maximum heights for lighting fixtures since generally, the higher the light fixture, the further light will carry, are also important distinctions. Examples and ordinance language can be found with the Texas General Land Office’s Dark Skies Initiative and the International Dark-Sky Association.

### Ordinance No. 130: Designated No Through Truck Traffic Streets

If the City decides to approve and move forward with a proposed boulevard design through downtown, the City of Pattison should amend ordinance 130<sup>37</sup> to include FM 359 as a designated “No Through Truck Traffic” street. The city shall erect and place signs along this route along with detour signs to guide trucks down the new designated truck route. This amendment would help alleviate congestion primarily at the intersection of FM 359 and FM 1458, as well as through the Main Street of the city.



## Speed Zone Ordinance No. 122

If the City decides to approve and move forward with a proposed boulevard design through downtown, the City of Pattison should make the following vehicle speed amendments to ordinance 122<sup>38</sup> along these designated sections of FM 359:

Along FM 359 from the north city limit City of Pattison, to the point of 380 feet north of North Street, a distance of approximately 0.875 mile, the speed limit shall be **40 MPH**.

Along FM 359 from the point of 380 feet north of North Street to the point of 686 feet south of the intersection of the Royal Road, a distance of approximately 1.125 miles, the speed limit shall be **30 MPH**.

Along FM 359 from the point of 686 feet south of the intersection of the Royal Road to the south city limit City of Pattison, a distance of approximately 1,420 mile, the speed limit shall be **40 MPH**.

Along FM 359 from the point of 180 feet south of the intersection of the Pontiac Road to the point of 270 feet south of the intersection of the Sturm/Durkin Road, a distance of approximately 0.200 mile, a school speed zone, the speed limit shall be **35 MPH** when flashing.

These changes shall make for a safer transition to a lower speed when vehicles enter and exit the downtown district. The lower speed limit will also provide for a safer environment for pedestrians and bicyclists around the vicinity.

The following are guidelines for new ordinances that could benefit the City of Pattison and help the city meet their goals set out in this document.

### 2.1 Adequate Public Facilities Ordinance

An Adequate Public Facilities Ordinance (APFO) is a tool that can be used to concentrate growth in certain areas of a city that is inline with a city's comprehensive plan. It attempts to link the timing of new development to the availability of facilities needed to service it. This tool can be used to ensure an area has adequate services and infrastructure provided to accommodate future growth and can delay development projects until requirements are met. For example, if roads are too congested and classrooms are too overcrowded, then this ordinance can restrict growth until issues are resolved. However, an APFO must be associated with a funding source to remedy the issue that is placing a constraint on growth<sup>39</sup>.

### 2.2 Development Design Guidelines

If the city would like to see a certain aesthetic with new buildings developed, especially downtown, it would be beneficial to create building design and architectural guidelines, so the style of downtown is cohesive, aesthetically pleasing, and sticks to a design theme. Unique architecture styles may be beneficial and can attract tourists. Development should consider using low-impact materials like permeable surfaces that can mitigate and control stormwater runoff by allowing water to pass through to underlying soils.

### 2.3 Mixed-Use Development Guidelines

Mixed-use development policy guidelines should encourage a pedestrian-friendly environment and offer a mix of different uses such as office, housing, entertainment, and retail. The idea is taken from traditional old towns before people were dependent on the automobile and services were within walking distance. Mixed-use development is typically designed around city centers creating functional public spaces. To encourage pedestrian usage, certain design guidelines such as proper sidewalk widths, adequate street furniture, and desirable landscaping should be set to ensure the success of the development.

## 2.4 Signage and Wayfinding Requirements

Signage supports local businesses and notifies the public of what is available around town. Businesses will struggle to acquire new customers without marketing efforts. The same is true for a city. Passing guidelines to make sure signs are attractive helps to avoid the reverse effect. Too many signs and poor design can make a place feel cluttered, be distracting, and take away from the overall message. Design guidelines can include making sure signs are weatherproof, legible, non-offensive, at a certain scale, and in an appropriate location. Wayfinding elements can include maps to banners that hang from light posts to advertise events around town. Signage can be placed along streets that connect to residential areas. A network-wide park wayfinding plan can help connect new and existing residential areas to downtown.

## 2.5 Zoning

The most stringent, yet most effective, way for cities to protect and guide the development of land is through zoning laws. The adoption of a zoning ordinance would designate and govern land uses within the city limits of Pattison. There are two sides of thought regarding zoning ordinances. There are those who do not want their property to be designated and, in a sense, told what they can or can't do with their property. The other opinion is that without zoning, people can put an incompatible use next to properties. While neither is completely wrong, there are advantages and disadvantages to zoning laws.

The goal of a zoning law is to locate appropriate uses adjacent to one another. Zoning codes do define what uses are best as neighbors to each other. For instance, zoning would likely not allow a pipe yard to be built next to a church or residential dwelling. This is clearly an advantage. Existing structures and uses are "grandfathered" so long as the current use does not change. Property can be sold and the use remain the same without any government interference.

When a zoning law is passed, an accompanying map must be approved which sets the land use of all tracts within the city limits. A zoning map designates each property's assigned use and is formed in conjunction with existing land use maps and thoroughfare plans, such as are included in this comprehensive plan, in order to make the best land use judgments prior to adoption. Existing uses do not have to change because of a zoning overlay. Only if a property is redeveloped does the zoning use as shown on the approved map become an issue to address.

Appeals and zoning use changes can be made by any landowner or developer and would be considered by City Council. Adopting a zoning ordinance requires significant planning and support but will afford the City the type of control it desires in order to protect agricultural uses, historic properties, and existing neighborhoods while encouraging growth in appropriate areas. This kind of control is seen as a disadvantage to some landowners. However, it is important to know that applying for a zoning change or conditional use permit is a very standard act in most cities. It may simply be the fact that few jurisdictions use zoning in south Texas, most famously Houston, that many landowners do not understand the protections zoning offers.

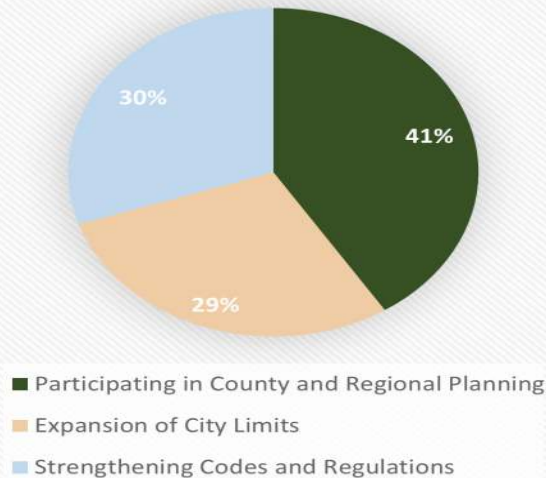
The Pattison Planning Commission and City Council should continue discussions regarding the correct option for Pattison.



## 2.6 Public Feedback Regarding Ordinances and Regulations

**Survey Question: Do you support growth in Pattison by any of these means?**

### Support for Growth in Pattison, Texas



- » Most residents prefer participating in county and regional planning as well as support the expansion of city limits.

**Survey Question: What concerns do you have about the future of Pattison?**

### Resident Concerns for Pattison's Future



- » Most residents are okay with city provided utilities, people moving to Pattison or the surrounding areas, and new professional services or commercial businesses.
- » Most residents are very concerned with traffic, the condition of paved streets, and changing property values.

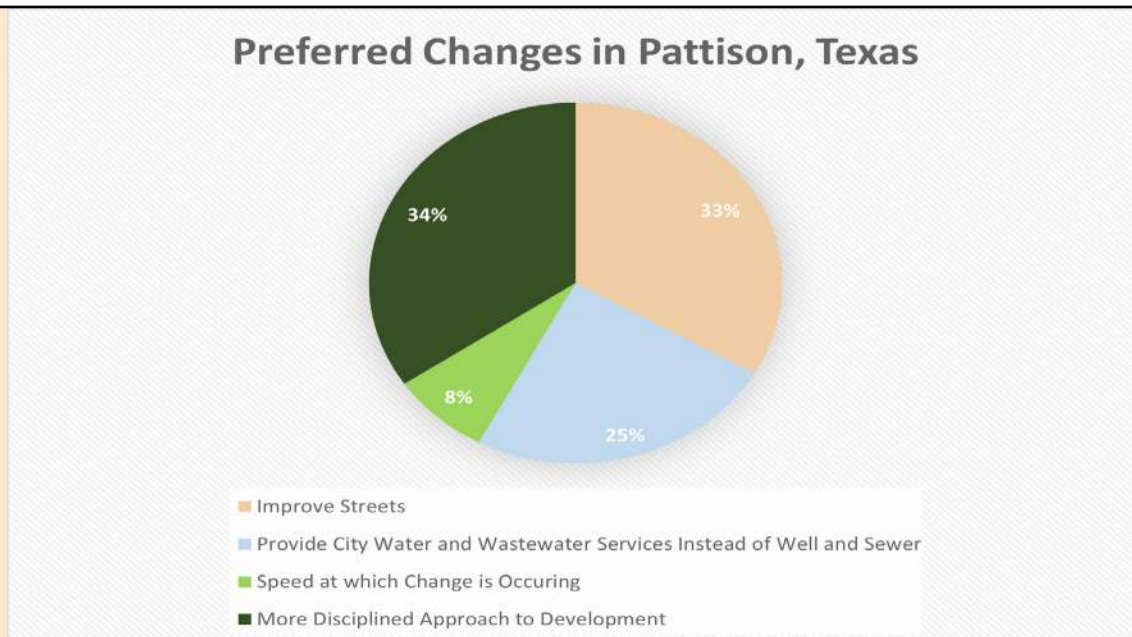
## Additional Resident Comments:

- “Please have a light ordinance!! So many new businesses and new residences have LED lights, as do schools, which ruin the night sky for folks that moved here to enjoy the stars and quiet country life.”
- “One of the things I like about living here is no homeowners association and minimal deed restrictions. I don’t want someone telling me what I can and can’t do on my property.”
- “Lower Taxes”
- 33% responded ‘utilities’ when asked to provide further explanation of their concerns

### Word Cloud of most common answers regarding concerns about the future.



### Survey Question: What would you change in Pattison?

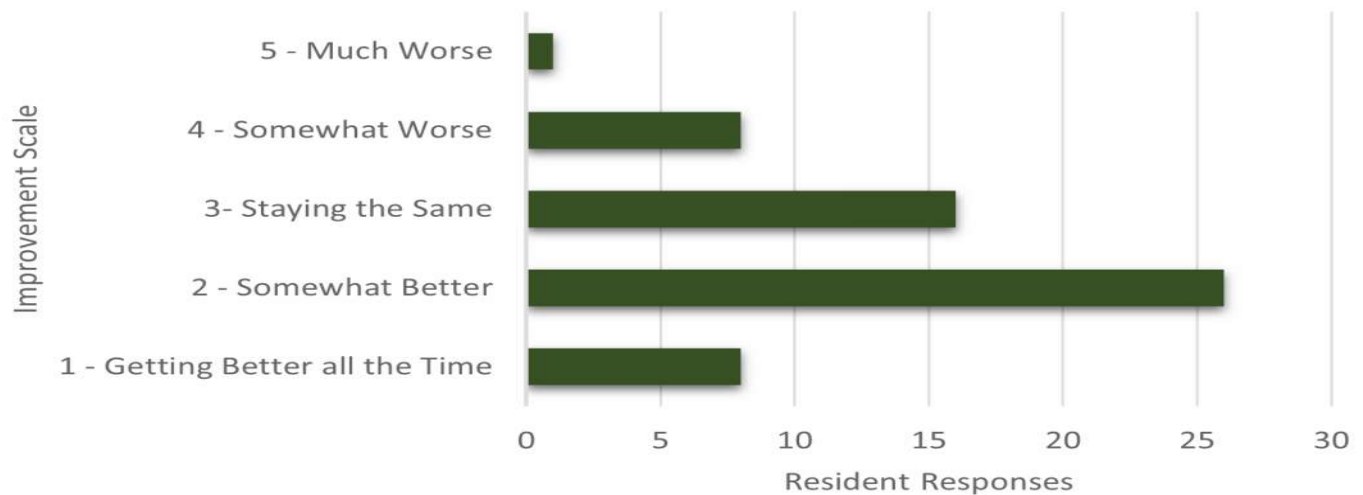


- » Most residents would prefer a more disciplined approach to planning and to see improved streets.



**Survey Question: On a scale between 1-5, do you believe Pattison is changing for the better or worse?**

### Is the City of Pattison Improving?



» Most residents believe Pattison is improving.

**Survey Question: If there is anything else you would like the Planning Consultant of Pattison Planning Commission to know or consider, please elaborate below. (Responses are unedited)**

- “Control county taxes/school”
- “Only that we should have rules put in place ahead of development that could adversely affect the community. I do not see Pattison developing in the model of Fulshear as a good thing”
- “How do we afford changes and how can we control the high school property taxes?”
- “The tax base for Waller Co. and Royal School are a killer and don’t appear to have any control or limits. This will limit development because a \$15 to \$20,000 tax bill will only cause growth to look elsewhere. Note the taxes on bare land have gone up in the last 5 years to over 100%.... not good. Most likely, this will cause me to sell and leave! The city is putting the burden of a failing Royal School on the backs of the land owners and the most use is being had by people who don’t add to the tax base and those pay very little towards it’s operation monies.”
- “As mentioned before, I have a SEVERE problem on my property. I have a trifecta of issues causing all the water from adjacent properties to flood to me (as stated by waller county extension service): 1.) The property to the south of me put in a road in either late 2017 or early 2018 that was not installed with ditches/berms, and the water from that property is flooding to me. Waller county permits did not require this (according to the homeowner), which leads me to believe Waller county is liable for this. This construction as it stands was illegal (Texas law states you cannot make improvements to your property that affects drainage on an adjacent property). As well as this, another neighbor to the direct south deforested their property, which is also causing runoff to my property. To top that off, my neighbor to the southeast built a garage/shed without the proper permits and against the deed restrictions that was not graded properly, nor was it guttered, so their water is also flooding to my property. All of the aforementioned property improvements were illegal according to Texas law, as none of it was allowed to cause flooding to my property. My property is down an entire foot (according to measurements taken by the extension service), my septic is compromised beyond repair,

and my house is in grave danger (all according to findings by the extension service; I have a copy of their findings). The extension service has told me there is absolutely nothing I can do to fix my property without the other residents fixing the problems that are causing the problem on mine (as anything I would do would just wash away). At this point I do not believe the property could even be sold unless the problems on the other properties are remedied and then this property fixed. I am justifiably worried that at this point my property has a value of 0, and will reasonably soon be unlivable. At this point I believe the most ideal solution would be for the City of Pattison to sue Waller county on behalf of me as the homeowner with the road permit for damages, in hopes of getting enough to fix all the problems and repair the damage to my property. I have no idea what to do about the other 2 properties at this point - I have talked to the other homeowners about the garage but I'm not sure where they are at about getting the problem fixed. We cannot re-forest the deforested property so I have no idea what to do there either."

- "1. With encroachment from neighboring cities, Pattison needs to proactively work to expand its city limits. 2. City officials should proactively select and attract businesses which pay sales tax as a way to finance growth. 3. The city needs a purchasing mechanism to acquire key properties as they come available to fit growth plans. 4. The city needs to focus on the development of a downtown center."
- "1. Noise Ordinance - choice of music is fine...heard a mile away is not. 2. Light Ordinance - Excessive lights like the new gas station destroy the serenity of the country sky."
- "The task before the Planning Commission is a daunting one; make recommendations to stay as close as we are or embrace population growth and make recommendations which could change the very fabric of Pattison. Fulshear made the change, why not Pattison? Controlled growth, backed by sound zoning, is what I encourage you to consider. Try to zone out large sales of property for real estate development, but encourage smaller, community friendly subdivisions. The ability to make the hard change to municipal wastewater treatment will be the signal for increasing the pace of growth in Pattison. Try to keep it as a controlled growth and not rampant, out-of-control growth because the City did not restrict/zone to keep the essence of Pattison. Thank you for your work."
- "I will be a new resident of Pattison; my future house is getting built at this time. Therefore, I could not provide answers to some of the questions of the survey because of lack of knowledge of the specific inquiry."
- "Just mostly getting a light ordinance to keep homes and businesses (especially) from 24 hour LED lighting. In Oak Meadows we have homes with LED flood lights that shine into our windows at night, both in the front and back. The back neighbor refuses to turn them down. The schools across from us are fully lit at night, too. When we first moved out here, we could see the stars clearly because the schools didn't have every single light on and the neighbors didn't have all their lights."
- "Can we have a noise ordinance that prohibits loud music after a certain hour at night??"
- "I think it's absolutely ridiculous that my neighbors can be blaring their music outside so loud that I can hear it all the way across the house in my bedroom that is on the opposite side of the house from them and the police won't do a darn thing about it"



## 2.7 Ordinance Themes and Goals

### Goal 2.1: Conduct an ordinance review

#### a. Objective 2.1.1: Make modifications to encourage a sustainable city while protecting the city's natural resources and the public from nuisances and unwanted development

- i. Action 2.1.1.1: Follow the recommendations in this plan for the ordinance review
- ii. Action 2.1.1.2: Monitor and enforce ordinances and regulations set forth in this plan and chapter

### Implementation Notes:

The Planning Commission and City Council should review and modify ordinances on an annual or biannual basis in order to ensure the city is staying on track with their vision and meeting goals laid out in this plan. City staff, city council, and the planning commission should work closely with local law enforcement to enforce ordinances and regulations. Only a law enforcement officer or a person expressly authorized by statute may issue a citation. Local governments can invoke codes through several measures, including civil penalties and court orders directing offenders to comply. Local citizens can be the primary information source for violations in the city. Easy to use online submission forms can help facilitate the process but may require someone to be available to follow up on complaints. Citizens may not be aware of the ordinances and codes in place. A city can educate residents on the municipal code and train them on enforcement procedures. Ordinances and regulations are useful tools but must be enforced to fulfill their purpose.

### References

- <sup>33</sup> City of Pattison, Texas. "Ordinance No. 133," August 4, 2020. <https://pattison.texas.gov/wp-content/uploads/2020/11/133-Public-Nuisance.pdf>.
- <sup>34</sup> The City of Conroe. "Tree Canopy Ordinance," December 11, 2014. <https://www.cityofconroe.org/home/showdocument?id=9833>.
- <sup>35</sup> City of Pattison, Texas. "Ordinance No. 127," November 12, 2019. <https://pattison.texas.gov/wp-content/uploads/2019/11/Ord-127.pdf>.
- <sup>36</sup> Steinbach, Rebecca, Chloe Perkins, Lisa Tompson, Shane Johnson, Ben Armstrong, Judith Green, Chris Grundy, Paul Wilkinson, and Phil Edwards. "The Effect of Reduced Street Lighting on Road Casualties and Crime in England and Wales: Controlled Interrupted Time Series Analysis." *J Epidemiol Community Health* 69, no. 11 (November 1, 2015): 1118–24. <https://doi.org/10.1136/jech-2015-206012>.
- <sup>37</sup> City of Pattison, Texas. "Ordinance No. 130," April 7, 2020. <https://pattison.texas.gov/wp-content/uploads/2020/04/Ord-130.pdf>.
- <sup>38</sup> City of Pattison, Texas. "Speed Zone Ordinance 122," 2019. <https://pattison.texas.gov/wp-content/uploads/2019/04/122-Speed-Limit-on-FM-359.pdf>.
- <sup>39</sup> Maryland Department of Planning. "Managing Maryland's Growth Adequate Public Facilities Ordinances," 2005. <https://www.chathamcountync.gov/home/showpublisheddocument/4361/636162136084830000>.

# TRANSPORTATION

## Chapter 3



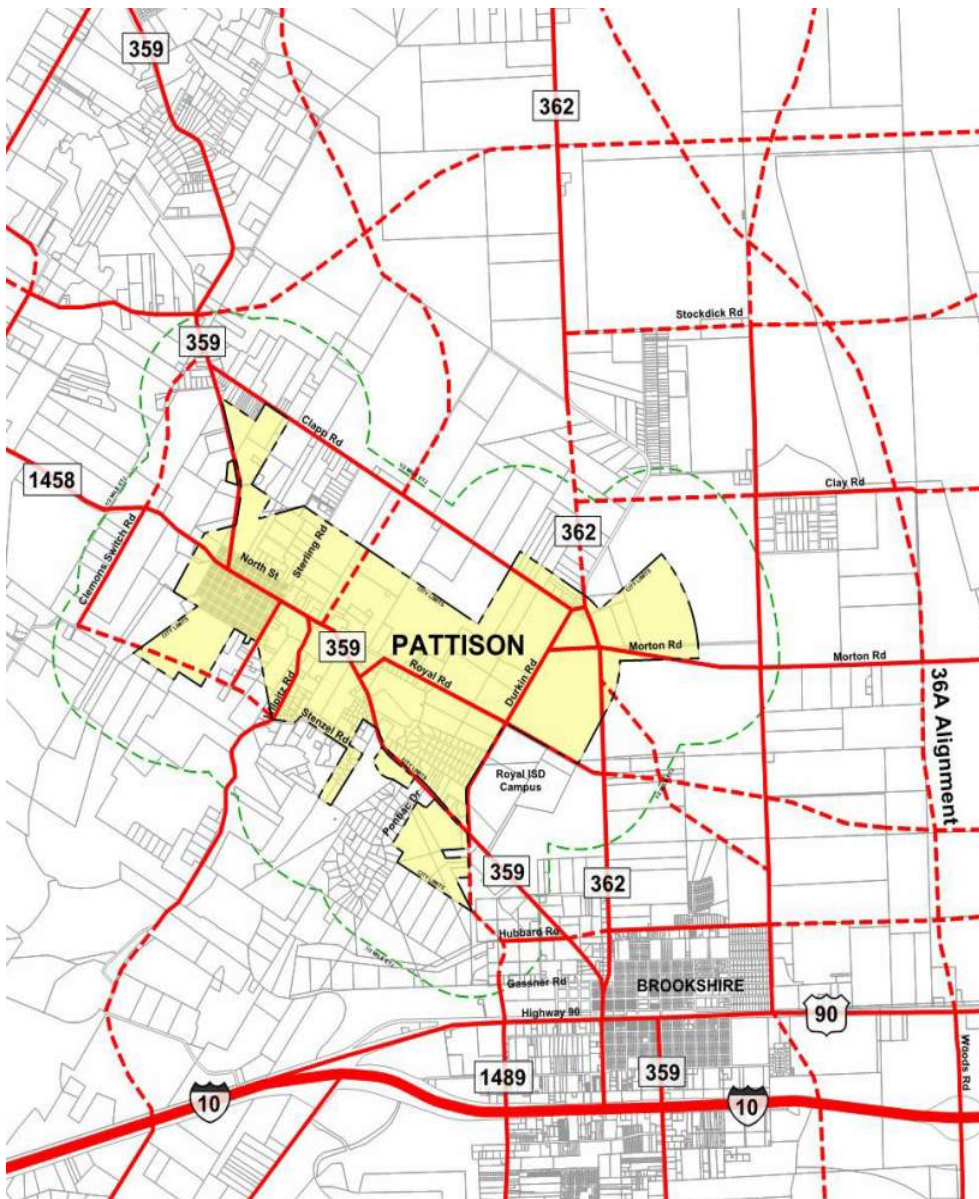


## Chapter 3: Transportation

Several transportation-related factors are not immediately apparent unless someone spends some time in Pattison and observes the traffic patterns. FM 359 is a major regional arterial that passes through the City of Pattison and allows traffic, including truck traffic, between US 290 and I-10. When observed during non-rush hours, FM 359 looks to be a typical two-lane rural road. However, the city has faced problems at the intersection of FM 359 and FM 1458, which receives a buildup of traffic due to the US 290/I-10 connection, local travel patterns, and vehicles rerouting through the city to avoid issues along US 90 or I-10.

### 3.1 Waller County Thoroughfare Plan

Waller County prepared a Comprehensive County-Wide Transportation Plan in 2019 in which Pattison participated. As with many regional plans, thoroughfare routes are planned based on a distance between other thoroughfares or needs for regional connectivity. Individual thoroughfare segments on such plans often overlook the tract-level impacts that placing a new road will have on communities. It is, therefore, appropriate to look at the alignments as proposed in the Waller County Transportation Plan and determine alignments that require additional study to the benefit of Pattison's character and future growth.



Map 6: The Waller County Transportation Plan shows existing roads in solid red and proposed alignments in dashed red.

*Map compiled by EHRA.*

### 3.2 Connection to I-10

Of particular importance to regional connectivity is the ability to travel north/south between US 90 and I-10. Many rural roads do not line up north of Highway 90 with intersections at Interstate 10. FM 359 through Brookshire is such a condition. Although FM 359 has an interchange with I-10, northbound travelers must navigate through the city of Brookshire, turn on to US 90 for approximately 1/3 mile, then rejoin FM 359 by crossing the railroad parallel to US 90. Such traffic movements cause heavy delays, especially as the increase in truck traffic accessing the delivery centers near Katy has been increasing in the last decade. This affects the ease of use for residents in Pattison.



Map 7: The green highlight illustrates the FM 1489 connection between I-10 and FM 359.

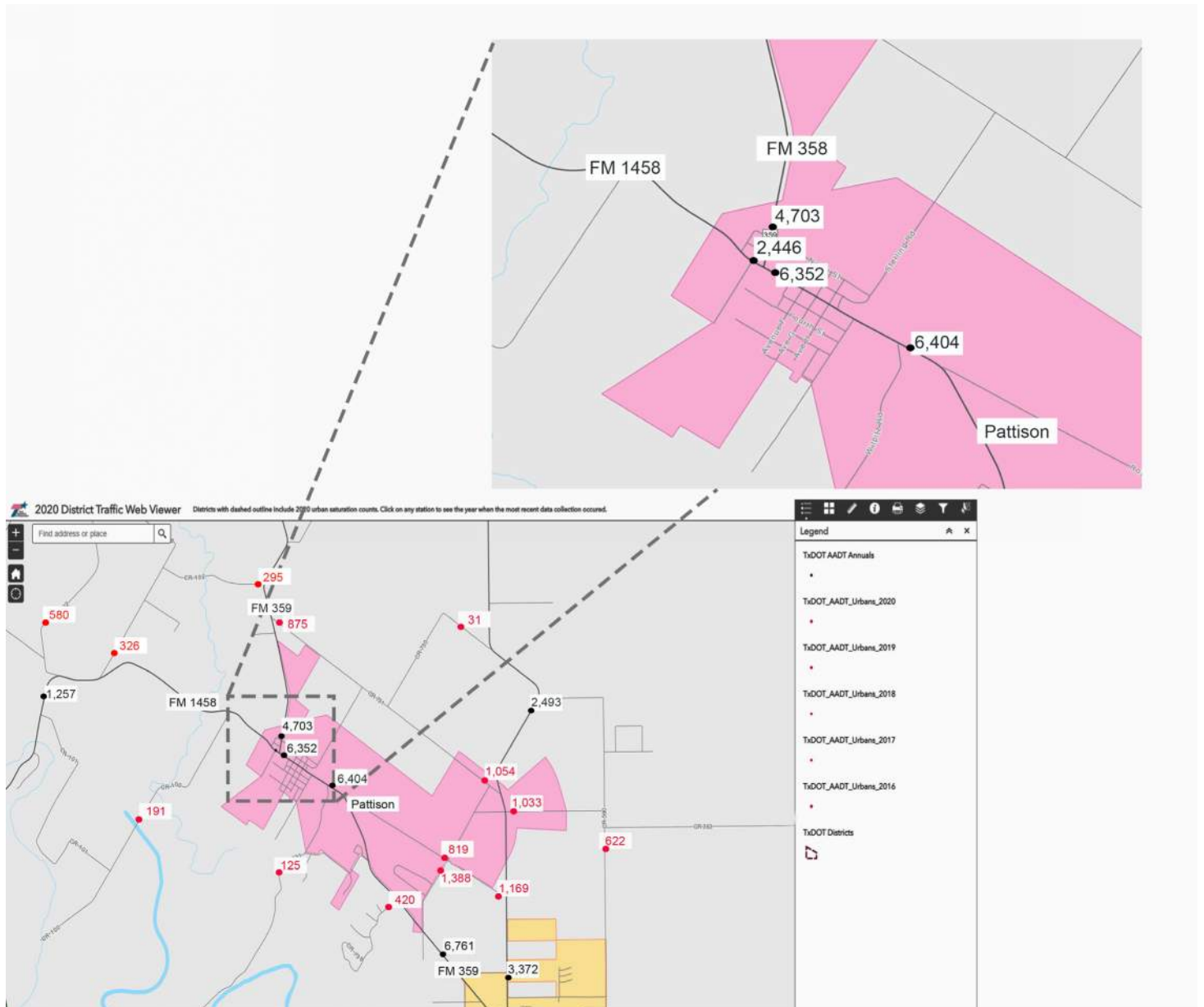
*Map compiled by EHRA.*

The Waller County Transportation Plan identified a solution to this problem by offering an extension of FM 1489 from US 90 to FM 359. Since FM 1489 has an existing interchange with I-10, extending the connection to FM 359 in Pattison would bypass Brookshire. This extension is supported by Pattison and landowners and should be made a priority with the Texas Department of Transportation and Houston-Galveston Area Council to be considered for future funding.



### 3.3 Downtown Intersection Enhancement

The intersection of FM 359 and FM 1458 in Pattison poses many traffic issues for citizens of the city. The annual Average Daily Traffic (ADT) counts in Pattison indicate that the intersection of FM 1458 and FM 359 receives a considerable amount of traffic averaging 6,362 cars daily. FM 1458 averages 2,446 cars daily, and the northeast section of FM 359 averages 4,703 cars daily. What this shows is that there is significant traffic driving through Pattison on FM 359 turning northbound at the FM 1458 intersection. Similarly, traffic is routing from eastbound US 290 to the north and traveling southbound on FM 359 through Patterson to access Highway 90 in Brookshire and head towards Katy and its distribution centers. Such traffic is ultimately undesirable if Pattison is to create a downtown area. The ADT values will only increase as the region grows and the Katy area's truck traffic inundates the roads. Thus, a truck traffic reroute is essential.



Map 8: TxDOT Annual Average Daily Traffic counts in Pattison, Texas (2016 - 2020)

Source: TxDOT Traffic Web Viewer<sup>40</sup>

Since the FM 359/FM 1458 intersection is signalized with a stop sign, this has the effect of creating significant backup through Pattison. Residents report the inability to cross FM 359 in their community because vehicles are stacked bumper to bumper. Two solutions are recommended for study to alleviate this issue. One option is, in essence, a stop-gap measure while the other promises long-term solutions and tremendous community benefits. Firstly, the intersection at FM 359/FM 1458 can be altered to allow free flow turning movements and free flow-through traffic. As shown below, a turn lane added to westbound FM 359 will allow vehicles to head northbound without having to stop. Through traffic can also proceed westbound or eastbound between FM 359 and FM 1458 without stopping by adding slip lanes. The only traffic movements being stopped in this design are vehicles turning eastbound on FM 359 from FM 1458 southbound and traffic turning north on FM 359 from westbound FM 1458. This will have the effect of diminishing stopped traffic within Pattison and allow residents easier access. A potential side effect could be that traffic may pick up speed through the city. This can be mitigated with speed limit enforcement.



Map 9: Potential FM 359/FM1458 intersection enhancement  
Map by EHRA Engineering

### 3.4 Truck Route Reroute

The second option to address downtown traffic would be to re-route truck traffic around Pattison. Such a proposal does not appear to be within the Waller County Transportation Plan. Residents and Comprehensive Planning Team Members have proposed a re-route of traffic coming south on FM 359 from US 290 by making a new east/west thoroughfare alignment north of the city's ETJ. A connection can be made to several existing roads with new connections made to also re-route to the east of Brookshire and tie to the Woods Road intersections at US 90 and I-10. Such alignments should be studied to determine the best option for such traffic to the benefit of both Pattison and Brookshire. Working with The

County Commissioner and H-GAC to accomplish a regional solution is recommended. This re-route has an added benefit for the proposed Downtown District. Since FM 359 is a state highway, adding medians and parallel parking is not in the interest of traffic traveling through the city, which is what TxDOT is focused on achieving. Creating a truck route around and north of Pattison could potentially allow FM 359 to come under Waller County control and the improvements to create a Downtown District could be performed on what would become a local county road. Reference the following map which illustrates a potential re-routed truck route.

### 3.5 Other Thoroughfares

Several alignments proposed in the Waller County Transportation Plan have caused residents of Pattison to question the need and location of proposed roads. During the comprehensive planning process, participants in public meetings identified several alignments that would seem unnecessary or are aligned in a way that does not benefit mobility in the community. In combination with the re-routing of truck traffic around Pattison, the following map illustrates several alignments that residents believe could be eliminated or revised.



### 3.6 Public Feedback Regarding Transportation:

- Most residents are very concerned with traffic, the condition of paved streets, and changing property values.
- “Enforce the speed limit on Royal Road. Every morning both students and teachers greatly exceed the speed limit on their way to school.”
- “Add paved shoulders to Durkin road adjacent to the school’s for parents to park waiting on student pick up so through traffic can maintain”
- “Very concerned about significant increase in traffic from I-10 with the addition of distribution centers and construction in the area. Would like to see small town development along the lines of quant retail, restaurants, and farmers market along the lines of what the Pattison House people have done. Develop charming homes in “old town”, more than one per acre that will bring a slow flow of people. This will also attract sales tax development and developer participation in road and drainage work instead of increased property taxes.”
- Residents would increase the majority of services except Public Transportation, Streetlights, and Fire Protection & Rescue.
- “I stated that street lights are appropriate. However, if Royal Road is widened and improved to include bike/pedestrian lanes, street lights would be warranted. I don’t know of any “senior” related activities.”

### 3.7 Transportation Themes and Goals

#### Goal 3.1: Improve traffic congestion in Pattison

##### a. Objective 3.1.1: Redesign the intersection of FM 359 and FM 1458

- i. Action 3.1.1.1: Implement intersection improvements according to recommendations in plan
- ii. Action 3.1.1.2: Budget funds to improve and maintain infrastructure improvements

##### b. Objective 3.1.2: Design a boulevard through Pattison’s downtown district

- i. Action 3.1.2.1: Construct sidewalks, bike lanes, and buffers to enable safe use and support mobility for all users
- ii. Action 3.1.2.2: Reduce speed limit to 30 MPH to encourage safer speeds for all street users
- iii. Action 1.2.1.3: Incorporate wayfinding and signage along FM 359 showing businesses offered downtown

##### c. Objective 3.1.3: Redirect truck traffic away from downtown

- i. Action 3.1.3.1: Designate a new route for trucks that bypasses downtown Pattison
- ii. Action 3.1.3.2: Pass a policy and install signage and that prohibits trucks from driving through downtown

## Implementation Notes

To implement these goals, the City Staff, City Council, and Planning Commission will need to work in conjunction with TxDOT, H-GAC and Waller County to revise the County Thoroughfare Plan. The proposed new alignments and potential truck re-route will benefit the residents of Pattison by reducing traffic but also serve the residents and businesses in neighboring Brookshire by taking traffic off Highway 90 through their downtown as well.

## References

- <sup>40</sup>TxDOT. “2020 District Traffic Web Viewer,” 2020. <https://txdot.maps.arcgis.com/apps/webappviewer/index.html?id=06fea0307dda42c1976194bf5a98b3a1>.



## Chapter 4

# COMMUNITY FACILITIES & UTILITIES





## Chapter 4: Community Facilities & Utilities

Pattison aims to improve the quality of life for residents and visitors by increasing the number of facilities that can cater to the basic needs of the community. As the city grows, proper infrastructure and amenities need to be in place to attract new residents and businesses.

### 4.1 Existing Conditions

Pattison has certain community services including, fire protection, potable water, and a public park. Residents and businesses of Pattison currently utilize individual On-Site Sewage Facilities (OSSF). Members of the community responded via the outreach survey that some private septic systems are not functioning properly. Discussion at one of the Comprehensive Plan public meetings included requests for alternatives to the current OSSF services. The community agreed that for Pattison to grow and attract new businesses, finding a solution for the current wastewater services was a top priority.

### 4.2 On-Site Sewage Facility Alternatives

In response to community concerns regarding existing OSSF permits, residents should know that Waller County requires on-site septic system permits to install private septic systems and to ensure they are correctly designed, installed, and maintained. These rules are established by the Texas Commission on Environmental Quality (TCEQ), Chapter 366. Waller County has adopted these rules to provide citizens with adequate public health protection and a minimum of environmental pollution<sup>41</sup>.

#### Conduct OSSF maintenance check

Many homeowners may not be aware of their responsibility towards maintaining a private septic system or the laws and regulations for them. The Waller County Environmental Division is responsible to the State as the permitting authority for the legal installation and maintenance of septic systems. The County can send out a Designated Representative (DR) to check homes and businesses in Pattison to make sure maintenance tags are up-to-date. A two-year maintenance agreement is included after the installation of new systems, but after the two-year agreement, the property owner is responsible for obtaining a yearly maintenance contract with a state certified maintenance provider<sup>42</sup>. All counties by law require a septic maintenance company to inspect and maintain septic systems regularly. If homeowners and businesses are neglecting to properly maintain their systems, requiring inspections could be a feasible solution along with ongoing education.

#### Community Cluster Septic System

A decentralized system treats sewage from homes and businesses near the source where wastewater is generated rather than collecting and transporting waste to a centralized treatment plant. They can be a low-cost alternative to centralized systems and benefit small communities. Currently, Pattison is utilizing private septic systems as a type of decentralized system. Community Cluster Septic Systems are another alternative. Cluster systems bridge the gap between decentralized and centralized systems. Cluster systems transport wastewater through alternative sewers to either a conventional treatment plan or a pretreatment facility, as illustrated in figure 17. These systems can be more environmentally friendly and feasible. Other types of systems include pressure systems, small diameter gravity (SDG), and vacuum sewers, which can collect and transport wastewater. The pretreatment facility for a cluster system is often larger than those found in private on-site systems since the soil absorption field requires more land area than municipal treatment systems that discharge<sup>43</sup>. Costs for these systems are lower than conventional treatment systems since they can be buried just below the frost line and follow natural contours of the land saving on excavation costs. Land use is flexible since cluster systems may preserve green areas and rural character when promoting smaller lot sizes. Maintenance for these systems are not as complex and do not require extensive expertise, which alleviates some pressure on rural communities.



Cluster systems have a number of advantages:

- Low cost
- Flexibility in land use
- Manageable maintenance
- Environmental protection

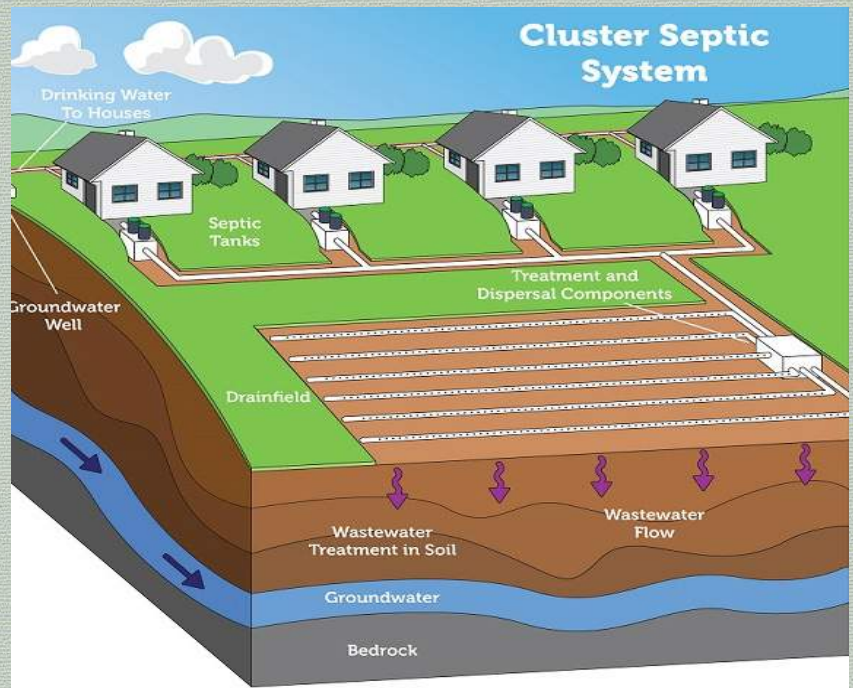


Figure 17: Example of a cluster septic system  
Source: Environmental Protection Agency (EPA)<sup>44</sup>

## Centralized Septic System

A centralized wastewater system is an excellent solution in densely populated areas since the cost of municipal sewage is more feasible when distributed amongst more users. However, when applied to a small community, they often don't perform effectively due to funding constraints and management requirements. A centralized system is not ideal environmentally for rural areas since they can struggle to meet required discharge limits. Many small communities discharge treated effluent to healthy, low flow streams, potentially creating a negative environmental impact. A centralized system would not be recommended at this time for the city of Pattison due to funding and capacity requirements, primarily related to the cost of building new trunk lines to existing homes. Additionally, each new service connection is responsible for connecting to the trunk lines in public right-of-way.

## MUD District

With residential developments expected to be constructed near or partially within Pattison's ETJ within the next 10-years, the city can explore beneficial partnerships with these new developments to establish a municipal utility district (MUD). A MUD is a political subdivision of the State and authorized by the Texas Commission of Environmental Quality (TCEQ) to provide water, sewage, drainage, and other utility-related services within the MUD boundaries<sup>45</sup>. MUD boundaries can be expanded to encompass areas outside the original development. Funds used to construct the MUD's facilities are obtained through the public sale of tax-exempt municipal bonds. The MUD provides the payment of the principal and interest on the bonds through its unlimited power to levy and collect ad valorem taxes on all taxable property in the MUD. The taxes are then paid by homeowners and landowners in the MUD. In addition, homeowners and other users pay monthly water and sewer fees to pay for the costs of operating and maintaining the system<sup>46</sup>. A MUD may adopt and enforce all necessary charges, fees, and taxes to provide district facilities and services. Developers must pay or put up a letter of credit equal to 30% of the cost of subdivision utilities<sup>47</sup>, so creating a MUD can be an economical way for Pattison to provide the utilities necessary to support incoming growth. However, this is a long-term solution once new neighborhoods have been developed. Once again, each new service connection is responsible for connecting to the trunk lines in public right-of-way. The City would also need to negotiate with the MUD to assure or build capacity to serve residents in Pattison. Grant monies are available for some utility construction and could potentially be used to fund trunk lines or MUD plant expansion. Residents of Pattison expressed some feedback regarding tax rates so MUD taxes may not be palatable to everyone.



## Sewer Package Plant Option

A sewage package plant is a treatment module or a series of linked modules constructed in a factory and transported on-site via flatbed truck for connection and installation. Since they are pre-engineered and fairly small, they can come at a lower cost than other alternatives. They are also easy to transport and can be custom designed for special applications. Package plants can also be user-friendly, requiring minimal labor, and simple to maintain<sup>48</sup>. These systems can support wastewater treatments for residential, commercial, or industrial uses on a site by site basis or by the grouping of nearby users. Since the package plants are small, they are not nearly as costly as full sewer plants. Many private companies operate such facilities and can be contracted by the City to provide wastewater services. Many times, such companies will establish a boundary in which they will provide exclusive services. Such areas are given Certificates of Convenience and Necessity and are referred to as CCN's. Other operators would not be able to work within an established CCN, much like a MUD boundary creates exclusive service for users located within the district.

Cost Comparison Chart of Wastewater Alternatives			
Wastewater Solution	Construction Cost Estimation	Annual Maintenance Cost	Total Cost
MUD District <sup>49</sup>	Tax Exempt Municipal Bonds	Consumer Taxes	
Private Septic Tank (1,250 Gal) <sup>50</sup>	\$4,000	\$600	\$4,600
Cluster Septic System <sup>51</sup>	\$6,000	\$500	\$6,500
Sewer Package Plant <sup>52</sup>	About \$80,000	\$350	About \$80,350
Centralized Septic System <sup>51</sup>	Over \$200,000	\$50,000	Over \$250,000

Table 3: Cost Comparison Chart for Wastewater Solutions  
*Various Sources*

### 4.3 Amenities

While physical amenities are somewhat scarce within Pattison, there is great potential to provide community amenities. Within the proposed downtown area, many tracts exist which could be developed for food providers, businesses, and public open space. Such amenities are crucial to developing a vibrant community.

#### The Pattison House

The idea, character, and location of a vibrant new Pattison may be rooted in one of its newest businesses. The Pattison House was the original home of the Pattison Family, whom the city is named after. Today, the home is the center of a new thriving event and wedding venue that's preserving the natural and rustic charm of its origin. The Pattison House is an excellent resource for attracting new visitors and hosting events and activities for the public to enjoy. Though a private venture, the owners of Pattison House have demonstrated willingness to work with the city to host local events. This partnership is important to grow as the city seeks to improve its locale as a destination.



**Figure 18: The Pattison House**  
*Photo Courtesy: EHRA Engineering*



## Waller County Precinct 4 Courthouse

Plans to repurpose the courthouse, located on the corner of Avenue G and 1st Street, into a multi-functional civic building are in action. The structure will function as a city hall and potentially offer rentable event space for conferences, meetings, or other special events. The location of the courthouse is in the center of the proposed Downtown District. It would be beneficial to the city staff and elected officials to have the ability to offer more amenities to the community. Though small, the building is a perfect fit for a growing downtown due to its location.

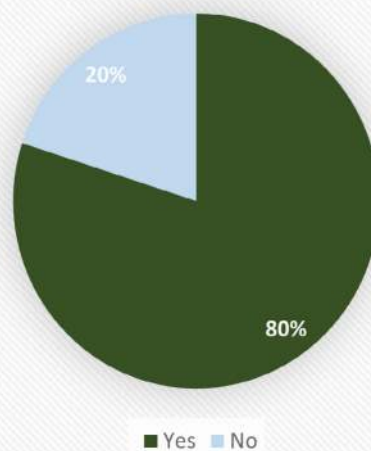


Figure 19: City of Pattison Courthouse  
Photo Courtesy: EHRA Engineering

### 4.4 Public Feedback Regarding Facilities and Utilities

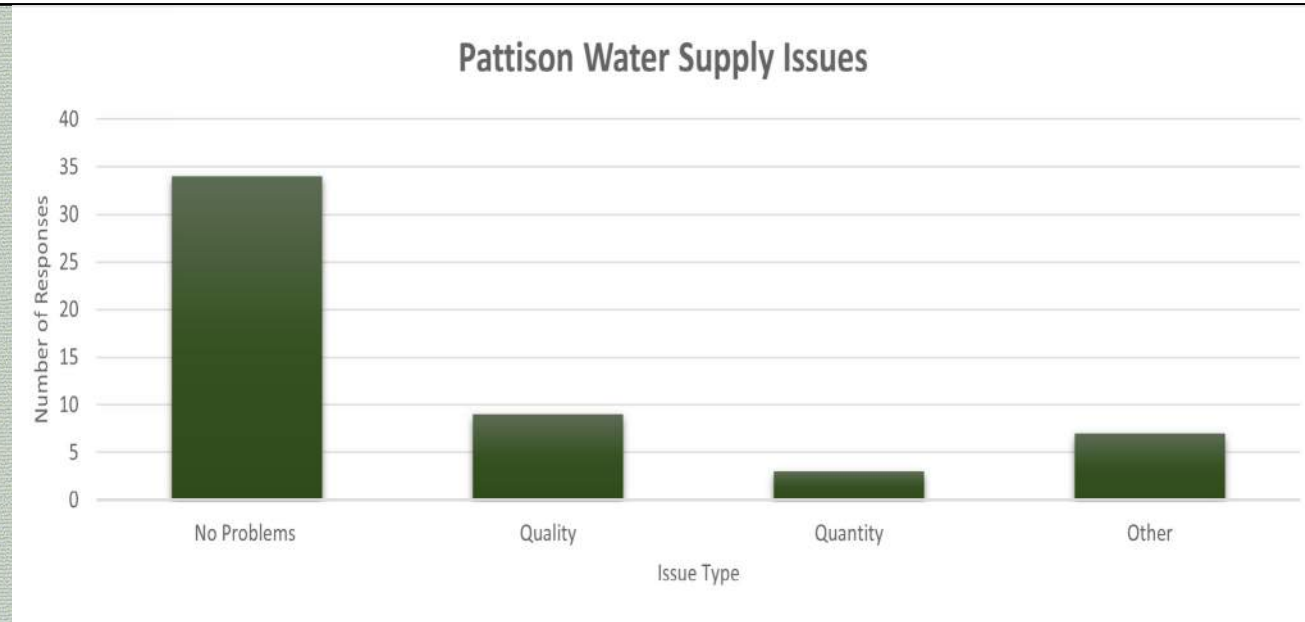
**Survey Question: Are you connected to the Pattison Water Supply Corporation?**

#### Connection to Pattison Water Supply Corporation



» 20% of people answered “No” for this question and the majority answered to living in Pattison for “1-5 years”.

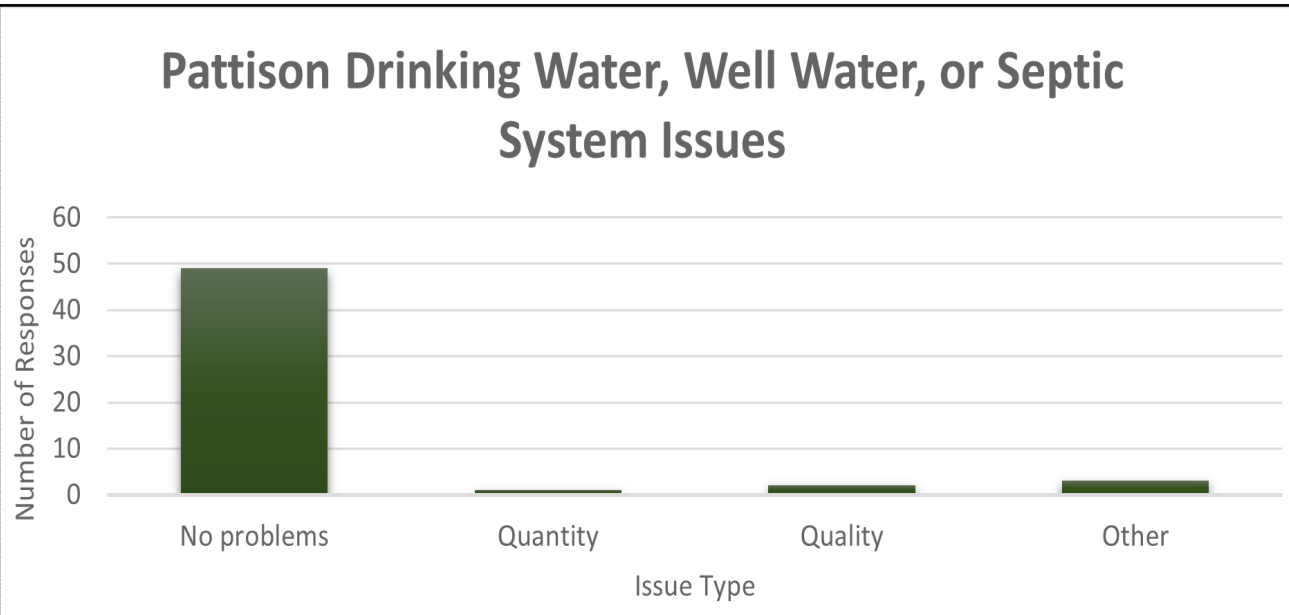
**Survey Question: If you answered ‘Yes’ to the previous question, do you have service problems?**



Public responses to selecting “Other” include:

- » no problems until the water outage during the winter storm in Feb, 2021
- » bad taste, have to use filters to be drinkable
- » do not receive bills regularly
- » low water pressure
- » taste and hard water
- » water pressure problems
- » periodic interruptions

**Survey Question: Do you have problems with your private drinking water, well water, or septic system?**



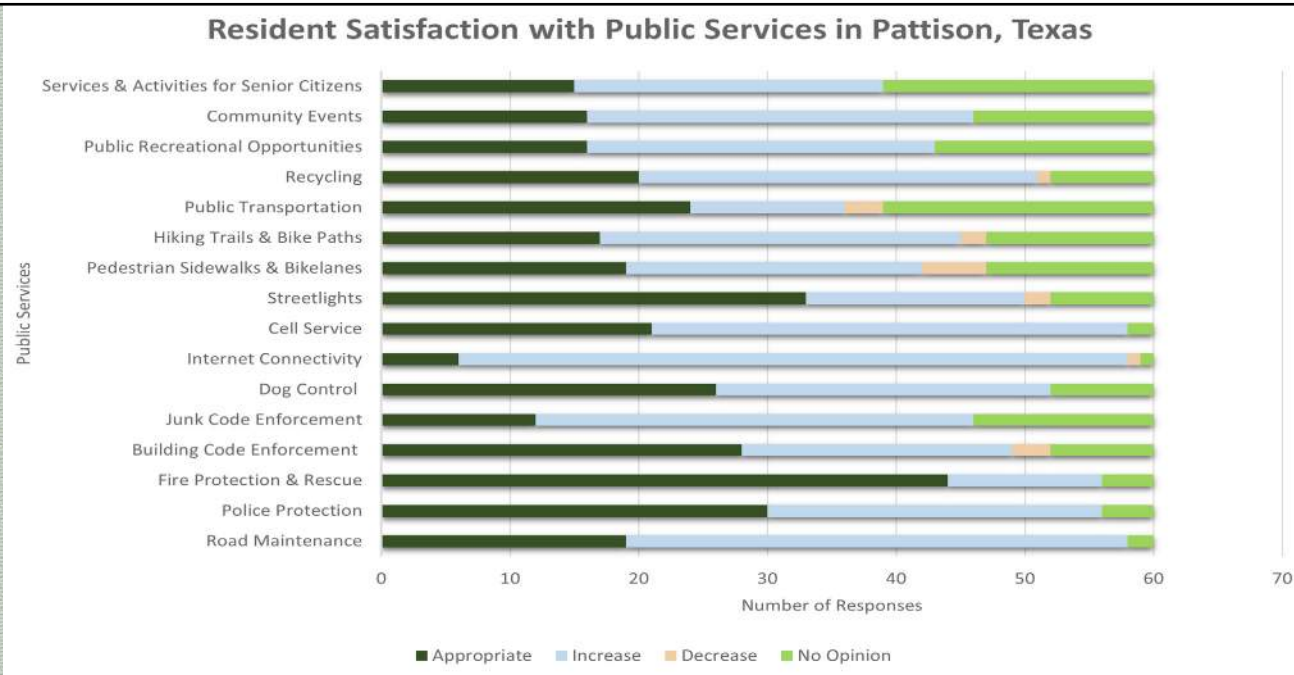
- » Most residents do not have problems with their drinking water, well water, or septic system.



## Public Comments to this question:

- "Incorrect installation of road on neighbors property (as well as 2 other factors) has caused massive flooding on my property and has washed away enough of my land to seriously compromise the integrity of my septic system. The septic is now vastly too shallow and has to be replaced, but cannot be until the road problems have been fixed (as well as the other issues on adjacent properties addressed)."
- "Sometimes my well smells"
- "Why does Pattison not have a sewage system? If we grow, a sewage system would be required to handle the increase in population."

**Survey Question: Please indicate whether you think the level of service for each public service is appropriate, should increase, or decrease.**



- » Most residents think the Streetlights, Fire Protection, and Police Protection Services are appropriate.
- » Residents would increase the majority of services except Public Transportation, Streetlights, and Fire Protection & Rescue.

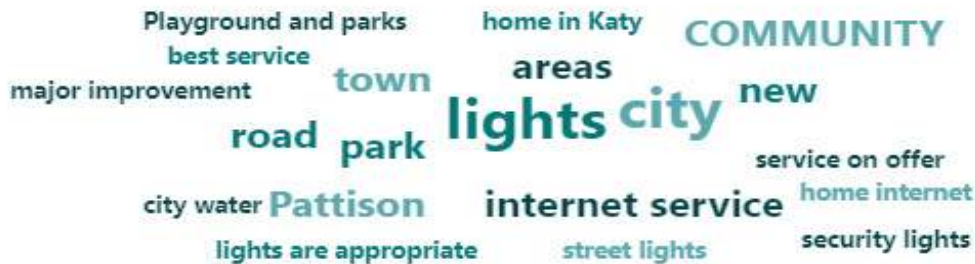
## Additional Resident Responses:

- "Our internet service requires major attention, especially if there is a desire to draw in new residential and commercial growth with the sudden increase in working from home. The best service offer is 20Mbps down 2Mbps up for around \$80-90/month, which is under even the barely adequate official FCC definition of broadband. Consolidated offers fiber to the home in Katy, we should be pressuring them to bring that to Pattison. Barring that, we need to gain coverage from a WISP so that we can at least get similar speeds for less money. I would be happy to speak with the Council on this matter, as well as provide some of my time to help make improvement happen. The service I get at a property in the middle of hay fields on the bank of the Brazos via T-mobile's home internet should not be superior to our fixed wired connection in town."
- "If the city were to rent a worksite roll-off dumpster once a year it would support residents' efforts to maintain the charming small town look the city seems to be going for. It's often difficult to arrange a time, location, and transportation for bulky trash. It's not that people don't care, it's that 13% of the town lives under the poverty line."
- "Restaurants, Daycare, Grocery Store"
- "Need city sewer system"
- "I have three security lights that my wife and I pay out of our own pocket for roads and yards from our electrical company. Security now is very important with riots going on in other parts of the country."
- "Wastewater plant might be considered for the future"
- "Lack of permanent backup power for city water pumps"
- "Our selection of internet services provided in our area is extremely limited and the service needs major improvement."
- "Clean ditches with standing water"
- "Community events are important to build a sense of community"
- "How and where are you providing utilities? Are you going to put in place gathering systems from Clapp Rd./362 to 359; Royal High to Brazos River; 529 to Pattison? How much rural area?"
- "Not totally clear on the last two items. The re-paved streets have improved the ease of driving, which is helpful. The city providing/improving additional utilities would be fine with me, and I don't presently have concerns over what is provided by the city."
- "Would love to see internet become a city provided utility, especially helpful to school children"
- "Wastewater (sewage system) would open more land development due to the septic system no longer taking up more property lines."
- "Security for our home and our own protection would help if a problem would arise at a quick time. I guess I'm trying to say that responding time would be great if we were aware of local law enforcement in the area. Also, most fire departments have a warning system for tornadoes in the area."
- "I would like to have the opportunity to have natural gas service extended to my house instead of propane."
- "Need to maintain adequate drainage in community ditches."



- "A MicroSolar system with batteries and backup generators for vital city buildings (fire house, school, courthouse, etc) would be a huge bonus. Build a community center near public leisure areas to facilitate creation/attendance of events such as balloon festivals, etc.. 'Pattison Pure & Simple' should be our motto. Maybe develop our own bottled water? USDA would invest in any or all of these ideas."

#### **Word Cloud of most common answers regarding utilities and facilities.**



» 18% of respondents answers included the word 'lights'

## **4.5 Community Utilities and Facilities Themes and Goals**

### **Goal 4.1: Upgrade utilities offered in Pattison**

#### **a. Objective 4.1.1: Develop a septic system solution**

- Action 4.1.1.1: OSSF maintenance checks for all existing systems
- Action 4.1.1.2: Community education program how to properly maintain OSSF
- Action 4.1.1.3: Consider the broad range of sewage treatment options and plan for future utility availability

#### **b. Objective 4.1.2: Expand internet services**

- Action 4.1.2.1: Improve broadband internet service to the benefit of residents and school age children, including access for the Royal ISD Campus
- Action 4.1.2.2: Work with providers to update and improve water service and availability in Pattison

### **Goal 4.2: Ensure community facilities, amenities, and activities meet the needs of the Pattison community**

#### **a. Objective 4.2.1: Invest in city wide public spaces to increase the number of facilities**

- Action 4.2.1.1: Partner with Royal ISD to improve park facilities at the Administration Building Site
- Action 4.2.1.2: Conduct a community survey to determine recreation preferences to be developed
- Action 4.2.1.3: Utilize the local courthouse building for a city hall and multi-function facility
- Action 4.2.1.4: Partner with the Pattison House to host public events and activities for the community
- Action 4.2.1.5: Identify and fund drainage improvement projects
- Action 4.2.1.6: Create incentive package to attract medical providers to city



## **b. Objective 4.2.2: Beautify and enhance Pattison’s sense of place**

- i. Action 4.2.2.1: Create a building design ordinance to keep a cohesive aesthetic theme with all new building designs
- ii. Action 4.2.2.2: Install attractive landscaped medians on 2nd Street
- iii. Action 4.2.2.3: Incorporate street furniture and ambiance lighting along sidewalks on 2nd Street through the downtown area to create a comfortable environment for visitors

## **Implementation Notes**

City Staff, City Council, and the Planning Commission should work to evaluate the utilities offered in the city and determine ways to improve service. New development will demand water, sewer and internet service be available and of good quality. The West I-10 Chamber of Commerce can be consulted to help develop incentives to attract more providers of certain services, such as the internet or medical services. Further work can be accomplished with local facilities and partnerships with businesses to create opportunities and events that encourage community involvement. Lastly, City Staff, City Council, and the Planning Commission should work on a budget and find grant opportunities to fund beautification projects along the proposed downtown area to jump start interest in redevelopment. Passing a design ordinance that guides new development towards a cohesive aesthetic needs to match with Pattison’s desired new identity, “Pure and Simple”.

## **References**

- <sup>41</sup> State of Texas, and Waller County. “Texas Commission on Environmental Quality Local Order Chapter 366,” November 8, 2017. file:///C:/Users/aberd/Downloads/Local%20Order.pdf.
- <sup>42</sup> Waller County. “Septic 101 - Aerobic Septic System,” 2010. file:///C:/Users/aberd/Downloads/Septic%20101%20and%20FAQ.pdf.
- <sup>43</sup> Jones, Don, Jacqui Bauer, Richard Wise, and Alan Dunn. “Small Community Wastewater Cluster Systems.” Purdue University Extension, July 2001. <https://www.extension.purdue.edu/extmedia/ID/ID-265.pdf>.
- <sup>44</sup> US EPA, OW. “Types of Septic Systems.” Overviews and Factsheets, November 15, 2018. <https://www.epa.gov/septic/types-septic-systems>.
- <sup>45</sup> Inc, HRIS. “Williamson Co Water, Sewer, Irrigation & Drainage District # 3 Information.” HAR.com. Accessed July 19, 2021. <https://www.har.com/mud/williamson/williamson-co-water,-sewer,-irrigation-&-drainage-district-3/i00>.
- <sup>46</sup> Allen Boone Humphries Robinson LLP. “Texas Municipal Utility Districts: An Infrastructure Financing System,” n.d. <https://capitol.texas.gov/tlodocs/83R/handouts/C2102013022110301/e1679693-0fc0-4fdb-92eb-45c54db5758f.PDF>.
- <sup>47</sup> JB Goodwin Realtors. “What You Need To Know About Municipal Utility Districts (MUDs),” 2021. <https://www.jbgoodwin.com/buying/municipal-utility-districts/>.
- <sup>48</sup> Barker, Mathew, and Suchitra Padmanabhan. “Study Examines Packaged Wastewater Treatment Market.” WaterWorld, January 1, 2005. <https://www.waterworld.com/home/article/16190436/study-examines-packaged-wastewater-treatment-market>.
- <sup>49</sup> Samco Tech. “How Much Does a Wastewater Treatment System Cost? (Pricing, Factors, Etc.),” May 18, 2016. <https://www.samcotech.com/cost-wastewater-treatment-system/>.
- <sup>50</sup> HomeGuide. “2021 Septic Tank System Installation Costs & Replacement Prices.” Accessed July 19, 2021. <https://homeguide.com/costs/septic-tank-system-cost>.
- <sup>51</sup> Tournet, Corey. “Cost of a New Septic System.” The Laundry Alternative, September 3, 2018. <https://laundry-alternative.com/blogs/news/cost-of-a-new-septic-system>.
- <sup>52</sup> EPA. “Wastewater Technology Fact Sheet Package Plants,” September 2000. [https://www3.epa.gov/npdes/pubs/package\\_plant.pdf](https://www3.epa.gov/npdes/pubs/package_plant.pdf).



# PARKS & OPEN SPACE

## Chapter 5



## Chapter 5: Parks and Open Space

City Parks and open spaces improve our physical and mental health, provide a place to congregate with family and friends, and enhance the overall ambiance in which the community coincides. Numerous studies have shown the social, economic, and health benefits that parks can bring to a City. The residents of Pattison have specifically requested more parks and open space as places to spend time as well as a tool for preserving the natural and rural character of the community, which is a characteristic residents deeply admire about their city. Pattison currently has one city park that is in desperate need of repair. However, opportunities for improvements and new open space match with the intent of other aspects of this comprehensive plan.

Waller County adopted a Parks, Trails, and Open Space Master Plan in May 2021. The plan included a county resident survey to determine the types of recreation facilities and amenities they would like to see added. Although an extensive list, there was a clear emphasis on outdoor recreation opportunities. “Nature Centers” ranked the highest at 49.6%, with multi-use trails for pedestrian, bicycle, and equestrian activities at 46.4%, and public fishing areas at 39.8% as the third identified priority. The City of Pattison should consider these recreational uses when deciding on future amenities for the city given that each of them is uniquely attainable within the jurisdictional boundaries. Providing desirable recreation facilities will attract visitors from other cities within the county seeking those amenities.

Residents agree that Pattison’s greatest asset is the feeling of openness achieved with large lots, but also that wooded areas and natural creeks contribute to the beauty of the city. Honing in on this aspect is a new venture called the Garden of Prana. Located on Royal Road, the site is a unique ecological space meant to bring awareness to holistic lifestyles and the preservation of natural landscapes and wildlife. The owners are working on phases of development that will provide nature trails, a watch deck, outdoor pavilion and youth activity areas<sup>53</sup>. This venture can be a valuable asset for the city to partner with to create educational activities and opportunities for the community to connect with their natural environment. More information at Prana Essence of Life ([prana-eol.org](http://prana-eol.org))

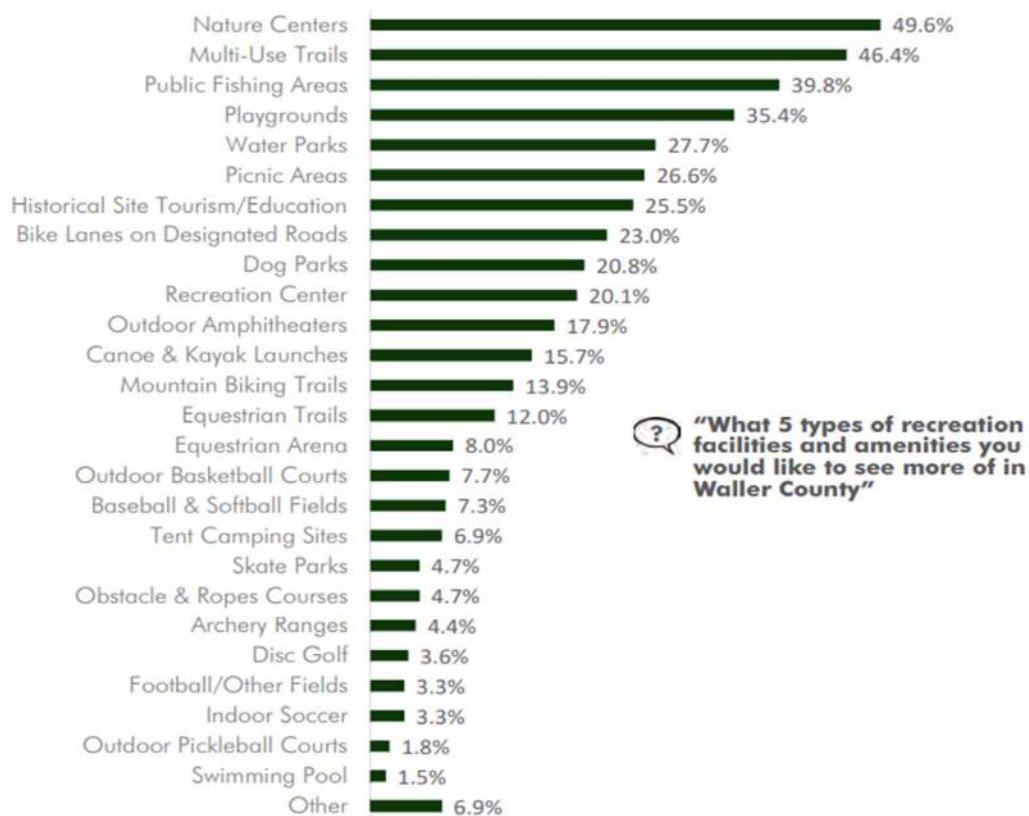


Figure 19: Survey Results for Desired Recreation Activities in Waller County  
Source: Waller County Parks, Trails, & Open Space Master Plan<sup>54</sup>



## 5.1 Pattison City Park

Pattison's City Park is located on Avenue H and is open from dawn until dusk. The park currently includes swings, slides, benches, grills, a merry-go-round, and a half-court basketball net. Many, if not all, of these park features, are so old as to be unusable. It is recommended that a park and equipment assessment be performed to determine the usability of the equipment and the safety of their condition. If the city determines that this park site is a valuable long-term asset, then recommended improvements include rebuilding the playground and improving drainage around vulnerable areas. It is important to choose a play surface material that is safe since children need a soft place to land when they play, jump or fall. Additional recommended improvements are the replacement of the play equipment with modern play structures and rehabilitation of the basketball court.

Making the park more ADA accessible will allow it to be more welcoming to all individuals. The park has many beautiful shade trees making the location an attractive amenity. This aspect is a valid reason to rehabilitate the entire park, but attention should also be paid to the health of the trees by hiring a pruning service. Another nice addition to the park could be selecting some space to dedicate for a dog park.

The park's location is not near the geographic center of the community and is frankly out of the public eye. This may be a concern if the City decides to invest in the facility. It may be more prudent to acquire other park acreage near the proposed downtown area, or partner with Royal ISD to rehabilitate the park equipment on the Administration Building site. A vibrant new play area and dog park located within the described new downtown area is a comparatively easy redevelopment venture versus the new buildings and streetscapes also needed. A new park could generate interest now.





## 5.2 Hike, Bike, and Horseback Trails Plan

Pattison's uniqueness is celebrated in its location, topography and sparse development. This allows for great outdoor amenities which match with the City's character. Particularly, pedestrians, cyclists, and equestrian use opportunities should be explored since no other city in Waller County can offer the trees, terrain, and openness of Pattison.

In conjunction with local and regional drainage or roadway improvements, there is potential to create walking, biking, or horse trails throughout the community. Off-road trail facilities would enhance the safety for all users and make use of picturesque areas throughout Pattison. Such facilities can be combined with other infrastructure projects and can often receive grant funding. The Planning Commission and Parks Board should look for opportunities to create such trails as a prime feature of an overall parks system.

Trails can shape Pattison's identity as a destination for such features. Trails should be defined as:

- Wide, paved trails that are safe by separation from on-street traffic
- Built to connect to sidewalks and bicycle networks linking neighborhoods, community resources, and green spaces alleviating the need to drive
- Provide healthy recreation and transportation opportunities for people and pets of all ages

Map 10 shows a proposed hike, bike, and horseback trails network. The idea behind the connection of this network is to provide several routes of varying distances and difficulty while connecting important parts of the city that can be accessed by the trail network. Meaningful connections can be created between Downtown, the City Park, and Royal ISD School District Campus. These connections can encourage healthier lifestyles by allowing residents to walk or bike to their destination instead of by vehicle, as well as the pure enjoyment of horseback riding.

Ultimately, a city-wide trails map can be converted into an interactive map and hosted on the city's website. This would allow the city to advertise this new amenity, locate trail heads, and combine the outdoor experience in Pattison with other amenities as the city grows. An example can be found by visiting the City of Austin's Urban Trails Interactive

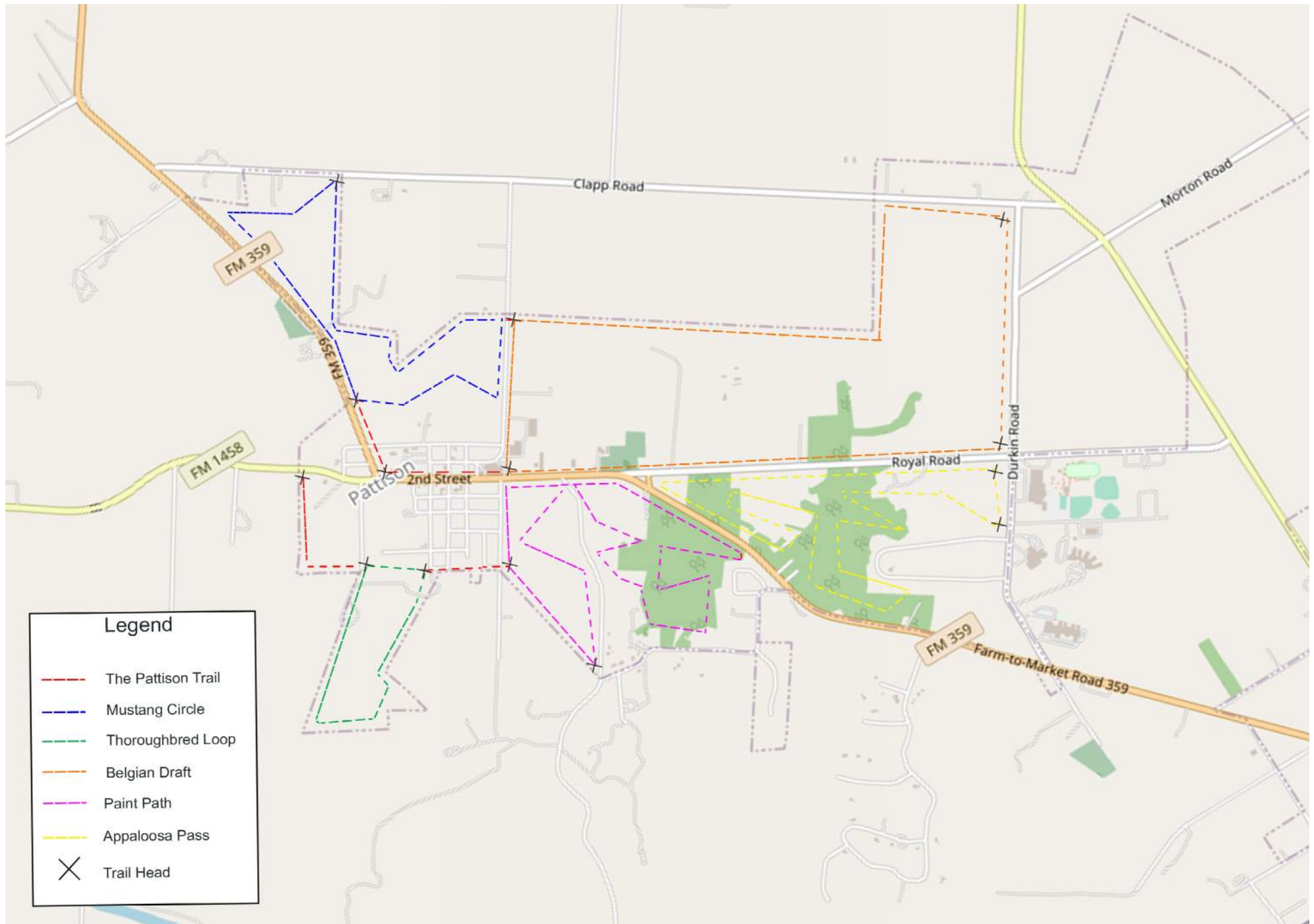
Map Link:

<https://austin.maps.arcgis.com/apps/MapJournal/index.html?appid=0f4863f5f04147e9bcb36830d5bf0fed>

Private Land Agreements are a growing trend across the nation and provide access to private land for equestrian trails by working with landowners<sup>54</sup>. The Equine Land Conservation Resource (ELCR) is an organization that serves to build awareness and save land for horses and horse-related activities. ELCR provides a plethora of resources, such as planning and zoning guides for horse friendly communities<sup>55</sup>. Website: <https://elcr.org/>

As a first step, the Parks Commission should perform an in-depth site analysis for potential hike, bike, and horseback trails. Creating a more thorough Hike, Bike, and Horseback Trails Plan can also facilitate the process of creating a trails network for the City of Pattison and capture some of the interest sparked by the new Waller County Parks, Trails and Open Space Master Plan.

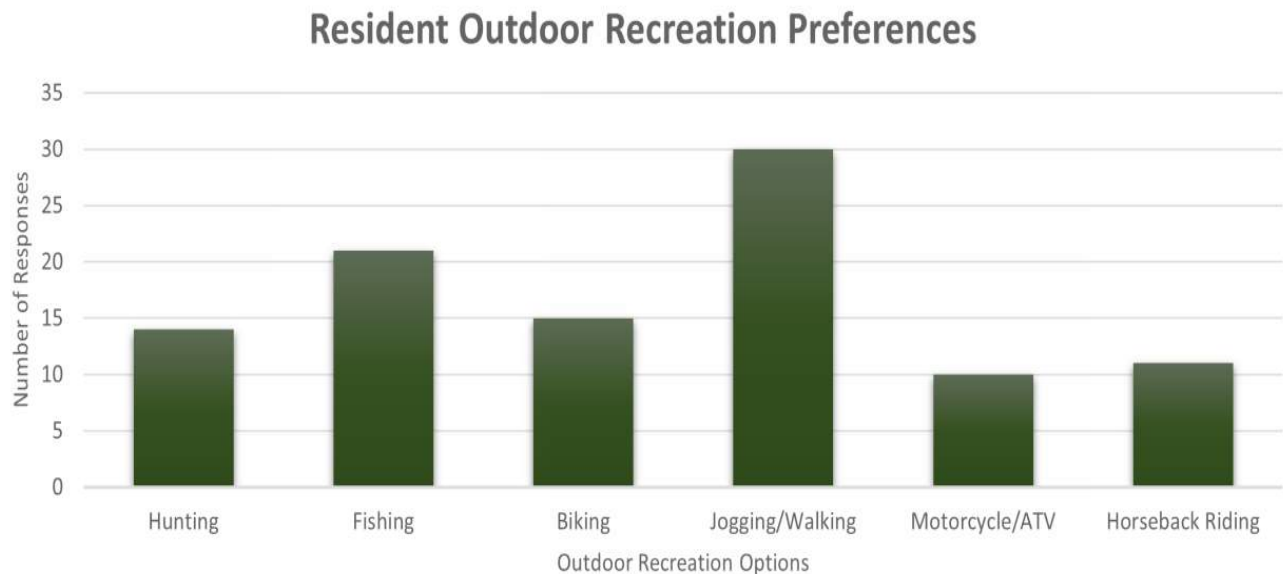




Map 10: Proposed Hike, Bike, and Horseback Riding Trails  
 Map created by EHRA Engineering

### 5.3 Public Feedback Regarding Parks and Open Space

**Survey Question: Do you participate in outdoor recreation?**



» Most residents prefer to jog or walk as an outdoor recreational activity.

#### Additional Comments Pertaining to Parks and Open Space:

- “Dog park with a walking path would be great. Playground and parks areas would be awesome, maybe a covered pavilion”
- “We moved to Pattison in September 2020 so we are new to the area and can’t speak on some of these topics about change. Would like to see sidewalks, hiking/biking trails, and developed green space. Essentially maintaining the nature and beauty of rural living. I have noticed people walking/riding bikes in the dark on heavy trafficked streets. There is a need for more street lights for safety. We moved from downtown Houston to claim our own piece of land surrounded by nature, trees and relative quiet. Convenient location close to I10 so we have easy access to restaurants, grocery stores, services, shops, etc. I am already not too keen on business or industrial development. Would like to see more effort spent on improving schools in the area. Water quality is also a concern - often smells like sulfur. The lack of recycling in our Oak Meadows neighborhood is an absolute shame.”
- “I’m excited about the change to a more intentional community. I hope it will be a town that respects its natural resources and attracts people who have the same ethos. Personally I’d like to see more secular community events and gathering spaces - a library, parks, and a farmer’s market are great options for that.”
- “There needs to be bathrooms in the park, not porta-potties”



## 5.4 Parks and Open Space Themes and Goals

### Goal 5.1: Create more parks and open space

#### a. Objective 5.1.1: Provide opportunities for events, entertainment, and recreational activity

- i. Action 5.1.1.1: Study opportunities for off-road trail systems for hiking, biking, and horseback activities
- ii. Action 5.1.1.2: Develop a Trails Master Plan
- iii. Action 5.1.1.3: Work with the Garden of Prana to create more nature educational programs and outdoor activities for the community
- iv. Action 5.1.1.4: Partner with Royal ISD to find opportunities for the open spaces around the Administration Buildings
- v. Action 5.1.1.5: Update and enhance the existing city park and playground or transition to a dog park

### Implementation Notes

The Planning Commission and Parks Commission should conduct a study to find opportunity areas for new parks and play equipment areas, as well as design a multi-use trail network. Trails located within the public right-of-way are the easiest to achieve, especially during public infrastructure projects. However, some opportunities may be on private property which will require easements from landowners.

### References

<sup>54</sup> Prana - Essence of Life. "Prana Essence of Life," 2021. <https://www.prana-eol.org/>.

<sup>54</sup> Waller County. "Parks, Trails, & Open Space Master Plan." Page 45, May 19, 2021. [https://www.co.waller.tx.us/upload/page/0266/docs/FINAL\\_Waller\\_Cnty\\_Parks\\_MP\\_PlanDocument\\_5-19-21a.pdf](https://www.co.waller.tx.us/upload/page/0266/docs/FINAL_Waller_Cnty_Parks_MP_PlanDocument_5-19-21a.pdf).

<sup>55</sup> "ELCR," 2021. <https://elcr.org/>.



# DEVELOPMENT

## Chapter 6





## Chapter 6: Development

As development has trended westward in recent decades, the construction of the Grand Parkway 12 miles east of Pattison has spurred unprecedented growth. The parkway is a boon to travelers and provides access to new developments which have sprung up beginning after the recovery from the Great Recession. Most new Master Planned Communities (MPC's) on the Grand Parkway have developed in less than half the time of an expected MPC build-out. Meaning, the raw acreage between the Katy area and Pattison/Brookshire is being developed at a faster rate than ever.

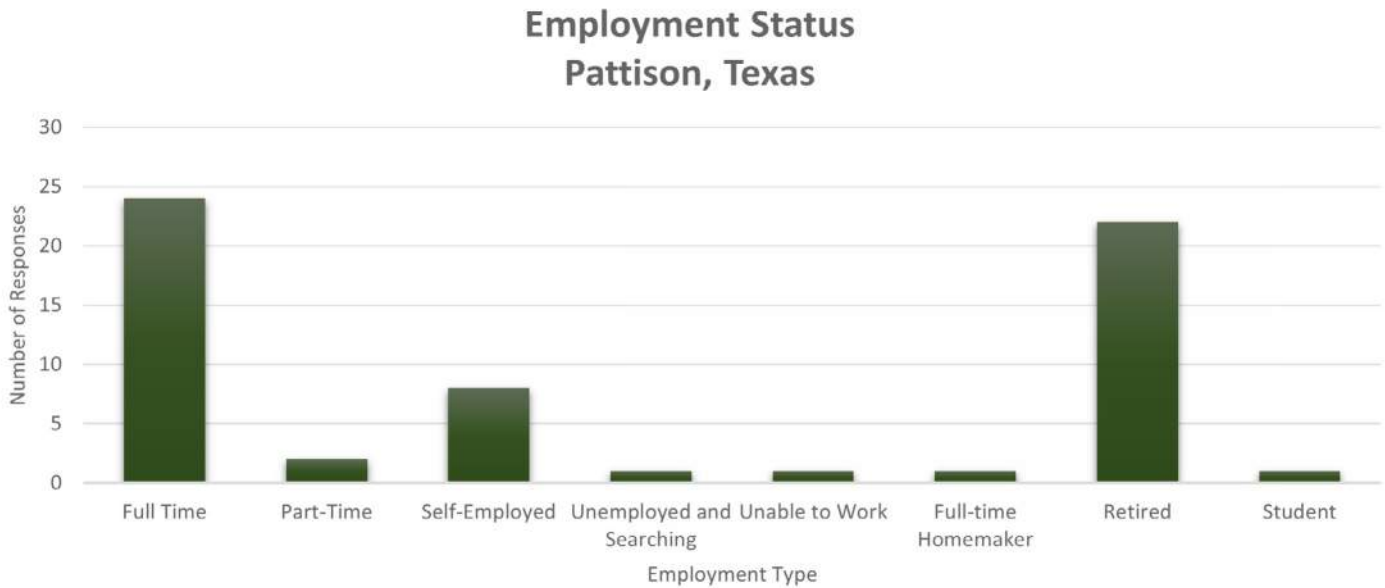
### 6.1 Economic Development

Responsible growth in Pattison needs to pay attention not just to single-family development, but also commercial opportunities. MPC's are unlikely to penetrate deep into Pattison's ETJ and certainly not into its city limits because of the minimum lot size required for On-Site Sewage Facilities (OSSF's). However, Municipal Utility Districts (MUD's) could be established nearby if tract development occurs on properties approaching 300-acres in size, which is when construction of district facilities, such as water and sewer plants, become profitable. Thus, it is quite likely that the next decade will see some development of MPC's nearby Pattison. The City can capitalize on the proximity of many new residential homes by offering services, which they need such as grocers, health professionals, or service industries like restaurants. By allowing new retail centers and growing the downtown area, Pattison can become the shopping and business destination for nearby MPC's without succumbing to the actual rooftops of new development. Thus, the character of the existing city limits and ETJ with open spaces and private farms can be maintained while growing the tax base via new business in the downtown area.

Combined with road enhancements as proposed in this comprehensive plan, Pattison has the opportunity to hold major residential development at bay while growing the exact businesses that existing residents and nearby communities need. Economic development can capitalize on the city's strengths by promoting its historical character and small-town charm. From 2010 to 2018, the fastest growing industry was agriculture, forestry, fishing, and hunting. According to the outreach survey results, a strong number of participants are retired and living in Pattison. This fact informs the City that services related to retirees are also needed. Acting now to adopt development standards which will create a small-town feel will allow new business storefronts to seem like they have been part of the community for decades.

## 6.2 Economic Public Feedback

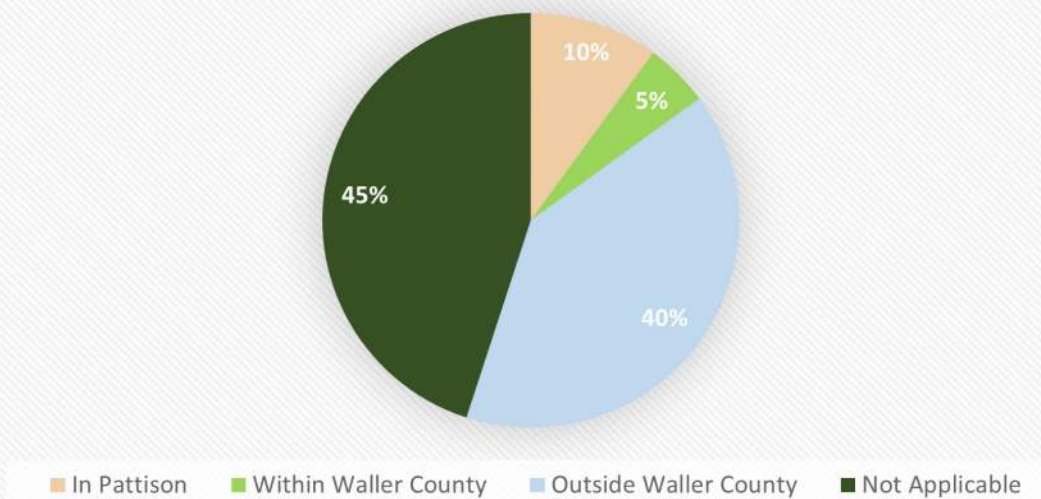
### Survey Question: Current Employment Status



- » 37% of people answered “Retired” in a “Freestanding single-family house” with “1-2 people”.

### Survey Question: Where do you work or attend school?

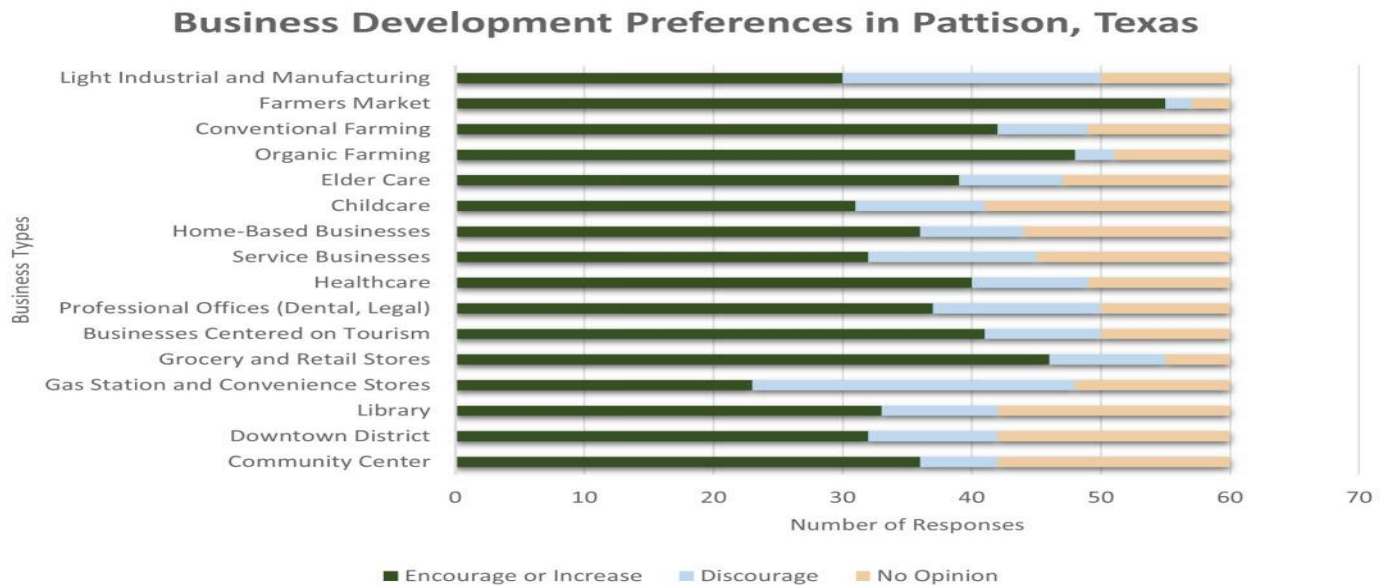
#### Employment Location



- » Most residents are “full-time” employed, but commute “outside of Waller County” to work or school.
- » 40% answered that they work “outside of Waller County” and have lived in Pattison between “1-5 years”.
- » “Not Applicable” would pertain to those “retired” or “unemployed”.



**Survey Question: What type of business or municipal development would you like to encourage or avoid in Pattison?**



- » Most residents encourage or would like to increase the number of businesses for farmers markets, organic farming, grocery and retail stores, tourism and conventional farming.
- » Most residents discourage light industrial manufacturing, gas stations, and convenience store businesses.

### Additional Resident Comments:

- "Tied to the above, I would rather see small home businesses, organic or conventional farming, eco-tourism, and similar associated development rather than anything related to light or \*especially\* heavy industry. It would be nice to have a better grocery option than B&B or Dollar General, and help people who aren't able or willing to drive to Katy or Sealy."
- "Again, some of the "encourage" items are good. The amount of these services need to be appropriately balanced."
- "#20. Warehouses would be discouraged in this area due to chemicals being stored that can be harmful to life and families."
- "Encouraging healthcare to come to Pattison may be as challenging as well as a grocery store and that's not even looking at the demographics if the area alone could support a satellite office of a major medical service provider."
- "I encourage growth"
- "Strongly recommend farmers markets. Building a sense of community and support of local farmers and small businesses."
- "Must be above standards eco friendly"

- "My husband and I purchased land in Pattison because we wanted to retire in a quiet small town community. We understand needed growth, but we would be terribly disappointed if the small town, rural Pattison experiences extreme growth and is completely overrun by residential developments and commercial businesses. We're not interested in becoming the next Fulshear or Katy, Texas. Most of us in Oak Meadows left these cities to get away from such crowds!!!! Please hear and understand that concern!"
- "Consider encouraging tourist dollars spent in town. Something to draw attention to anything historical or unique about the town."
- "Encourage business to come"

## 6.3 Housing Development

Pattison's housing stock consists primarily of single-family homes representing 72.6% of all residences with an average household size of 2.67 persons. In recent years, the median rental cost is \$1,042 per month, and the median home value is \$181,700. The US Census Bureau estimates that 190 households live in Pattison with an 86.8% homeownership rate. 68.3% of residents are single and own a home, about 13.2% rent single-family homes, and no Multi-Family housing structures exist, as seen in table 4. This data indicates a need for some multi-family housing options that can also serve as affordable housing options. Resident feedback indicated that large-scale apartment sites are undesirable. Small downtown units within mixed-use buildings could be an option to encourage a live, work, play environment that is walkable and equitable.

Current city ordinances and county regulations require single-family lots to be 43,560 SF (1 acre)<sup>56</sup> minimum size due to OSSF requirements. Without a sanitary sewer service option, all lots in the city will need to continue complying with this lot size. While not an attractive size for future large-scale developments, these rules will keep the character within the city largely the same as it is currently. Larger tract redevelopment or master-planned communities near the city boundaries will need smaller lot sizes to be competitive in the housing market and to create enough homesites to offset the development costs of water and sewer systems. Keeping dense residential development away from the existing home stock is an important aspect of maintaining the character of Pattison and has been repeatedly stressed by residents.

### Household Structures in Pattison

Household Structure	Total Households	Married	Single
Single Family	72.6%	71.9%	68.3%
Multi-Family	0.0%	0.0%	0.0%
Mobile Home	27.4%	28.1%	31.7%

Table 4: Household Structures in Pattison, Texas

Source: World Population Review<sup>57</sup>

### Pattison Household Types

Household Type	Number of Households	Owner	Renter
Living Alone	36	92%	7.3%
Married	114	88.6%	11.4%
Total	190	86.8%	13.2%

### 86.8% Rate of Home Ownership

Table 4: Household Types in Pattison, Texas

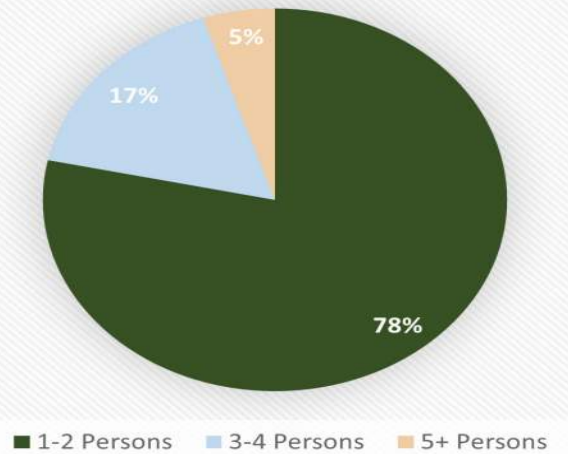
Source: US Census Geography Profile<sup>58</sup>



## 6.4 Housing Public Feedback

**Survey Question: How many people live in your household?**

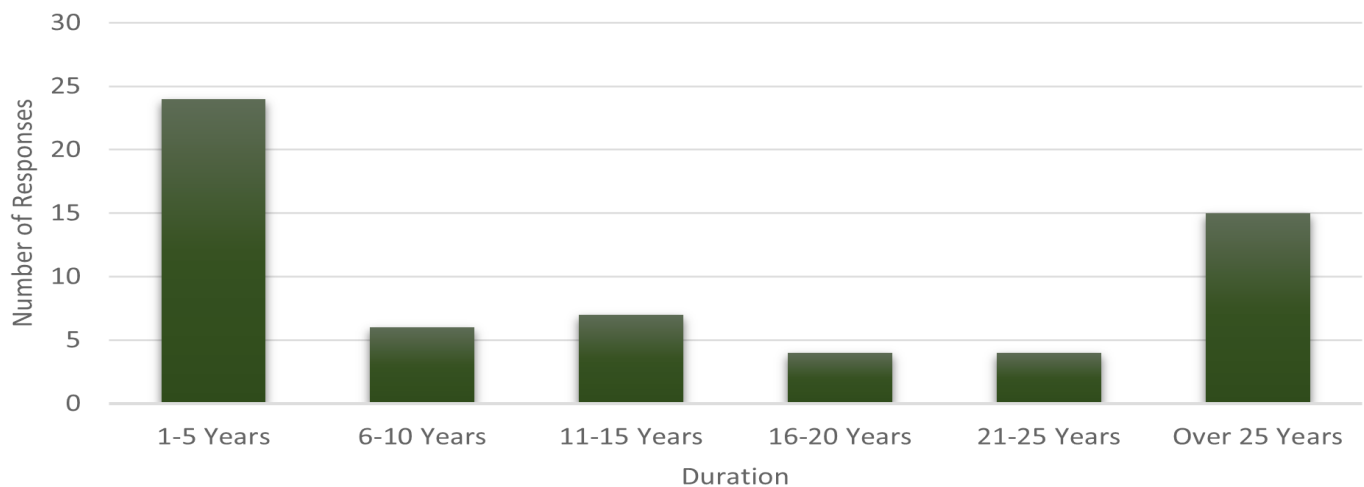
**Household Size  
Pattison, Texas**



- » Most Residents live with 1-2 persons in their household.
- » 94% surveyors answered 1-2 persons in a freestanding single-family house.

**Survey Question: How long have you lived in Pattison or the Pattison area?**

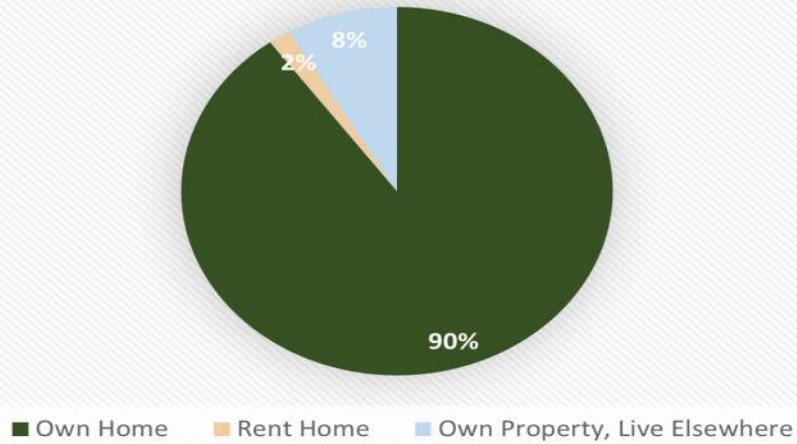
**Years Lived in or around Pattison, Texas**



- » Most residents have lived in Pattison between 1-5 years or over 25 years

**Survey Question: Do you rent or own your home/land?**

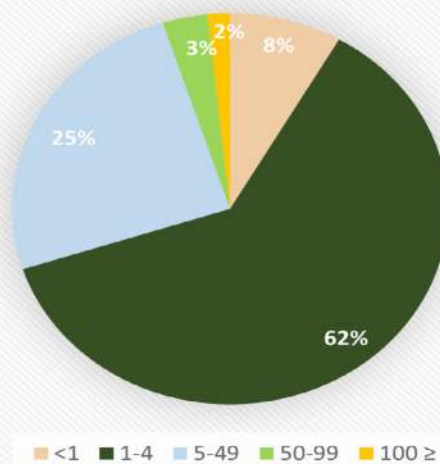
**Housing Tenancy  
Pattison, Texas**



- » 2% answered that they rent a home and the majority responded to living in Pattison between 1-5 years.
- » 90% answered that they own a home and it was a single-family type of housing and answered yes to being connected to the Pattison Water Supply Corporation.

**Survey Question: If you own land, how many acres?**

**Acres of Land Owned Per Resident  
Pattison, Texas**

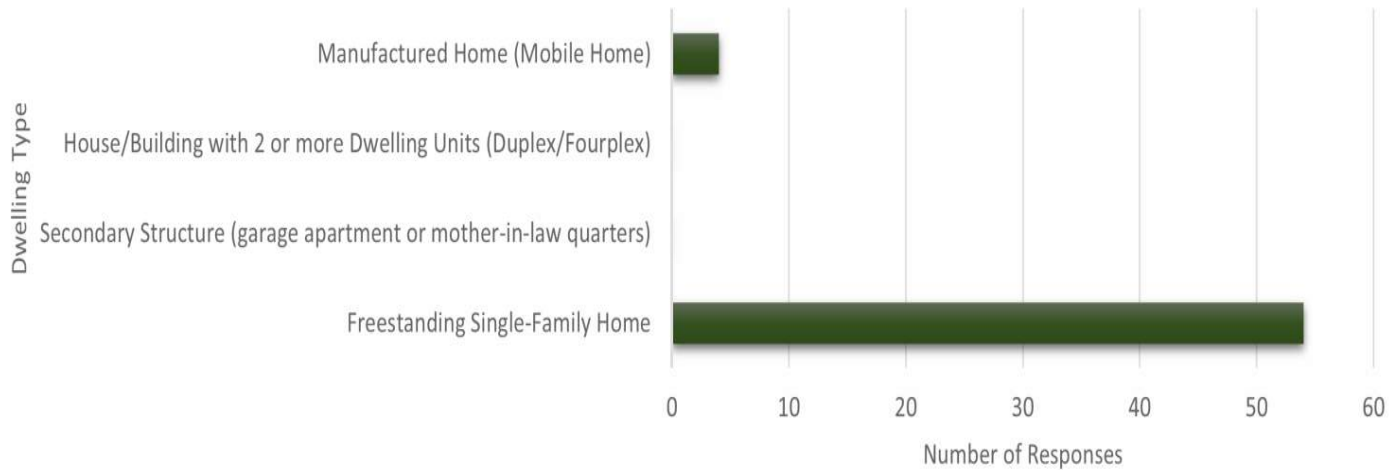


- » 5% of residents own 50-99 acres of land and have lived in Pattison between 6-10 years
- » 62% of residents own 1-4 acres and the majority answered to owning a freestanding single-family home and answered yes to being connected to the Pattison Water Supply Corp.



**Survey Question: What type of structure is your home?**

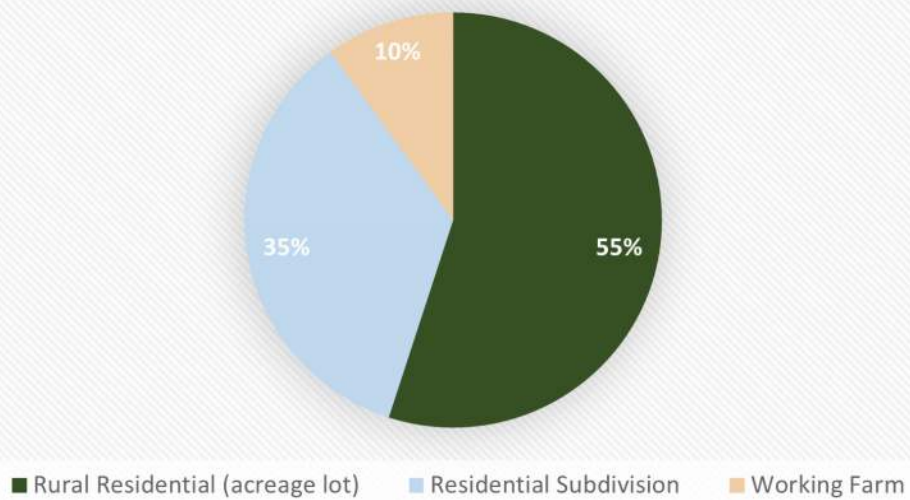
**Resident Housing Types in Pattison, Texas**



» Most residents live in a freestanding single-family home.

**Survey Question: Where is your home?**

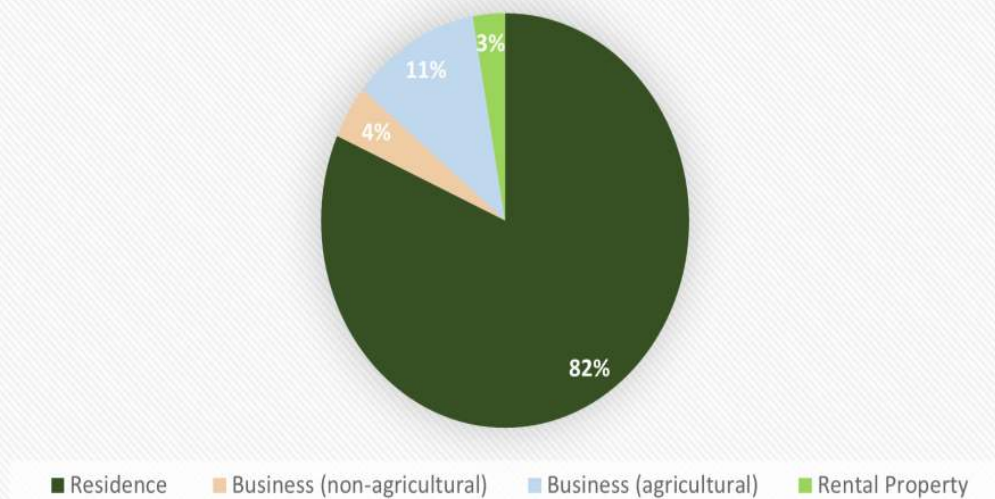
**Resident Housing Location in Pattison, Texas**



» Most residents live on several acres in a rural residential district or in a residential subdivision.

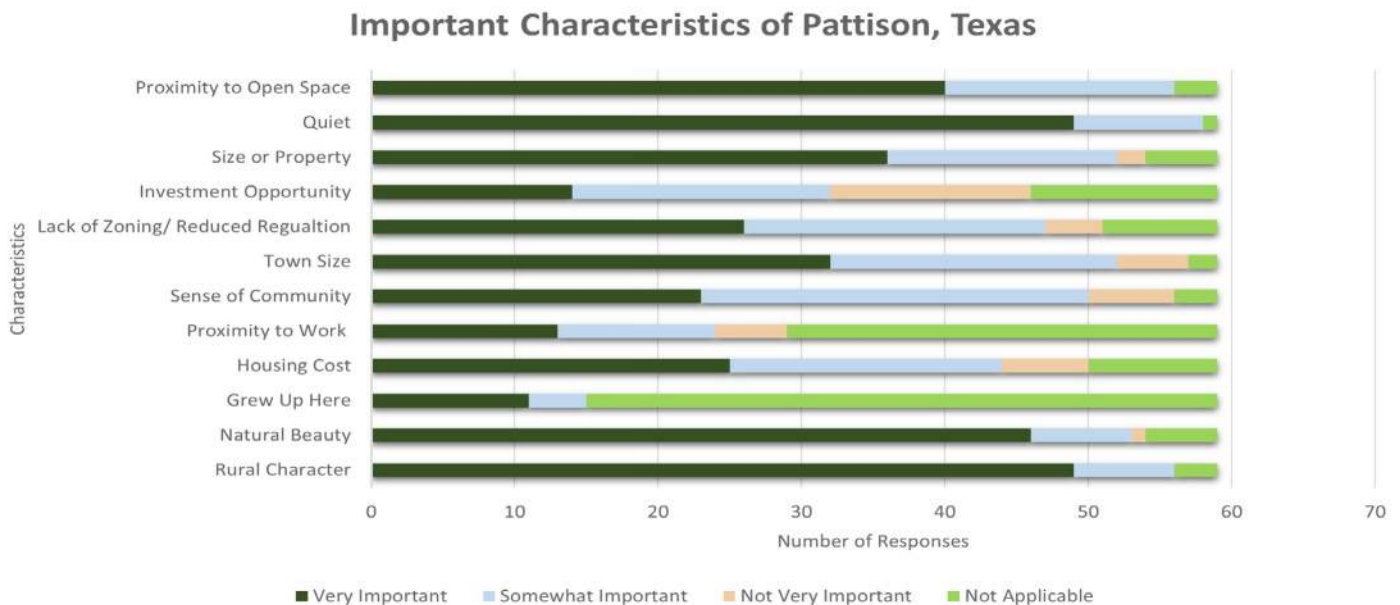
**Survey Question: How do you use your home or property?**

## Residential Property Use in Pattison, Texas



- » Most residents use their property as their place of residence or for agricultural business and residence.

**Survey Question: Which characteristic is important to you as a resident in Pattison?**



- » Most residents think Pattison's proximity to open space, quietness, property sizes, town sizes, sense of community, housing cost, natural beauty, and rural character as very important characteristics.
- » Most residents think investment opportunities are not an important characteristic.



## **Additional Resident Responses to Question 16 for the reason they chose to live in Pattison, Texas:**

- "To be close to family"
- "I chose to live here specifically to give my dogs more room to run around. Also for peace and quiet. Unfortunately at this point my property has been ruined because of the actions on other adjacent properties and I do not know if we will be able to continue to live here much longer."
- "Low taxes"
- "Lots of family history in the area (Grandson of Monk & Betty Taylor)"
- "Because you can live in the country and be close to the city!"
- "Less traffic & congestion"
- "The stars at night are big and bright."
- "Close to work when I did work before retirement."
- "Zoning is becoming a concern. We live here for the privileges' of being away from the "city". Zoning to maintain Pattison as it is is very important. The only significant change that should be considered is municipal sewage and I know that will draw businesses and large subdivision developers. It is the apex of the double-edged sword on which we now stand."
- "Only a 30 minute drive into West Houston where I work, a great rural environment with enough space and privacy between houses. For me this is much better than gated subdivisions with homes piled on top of each other."
- "Family has been here for six generations"
- "Country living but close to medical facilities, shopping, restaurants, social activities, etc."
- "Small town living"
- "Out of city of Houston"
- "Small town community. Not heavily populated."
- "Peaceful"
- "Taxes and small community"
- "Country Living"
- "We wanted a country lifestyle even though we both work in a busy area (CyFair and Katy)."
- "Low tax rate"
- "The value of the homes and property. Country living"
- "Taxation policies, low population"
- "Affordable housing and trailers would create an influx of people who may not value our small town COMMUNITY environment."

## **6.5 Development Themes and Goals**

### **Goal 6.1: Boost Pattison's economy**

#### **a. Objective 6.1.1: Increase number of businesses and employers in Pattison**

- i. Action 6.1.1.1: Establish a downtown district and focus development for office and retail space in that area
- ii. Action 6.1.1.2: Utilize Chapter 380 of the Texas Local Government Code to authorize the city to offer incentives in the form of loans or grants of city funds or services at little or no cost to stimulate business and commercial activity
- iii. Action 6.1.1.3: Work with West I-10 Chamber of Commerce to attract new businesses
- iv. Action 6.1.1.4: Consider offering business incentives such as tax abatements, tax increment financing, and one-stop permitting
- v. Action 6.1.1.5: Attract new business to the region by notifying businesses of the Freeport Tax Exemption
- vi. Action 6.1.1.6: Work with Waller County EDC to identify viable businesses looking to relocate

#### **b. Objective 6.1.2: Increase tourism through events and activities**

- i. Action 6.1.2.1: Designate a representative that is in charge of organizing and marketing events in Pattison

### **Goal 6.2: Develop residential growth plan**

#### **a. Objective 6.2.1: Protect existing single-family character**

- i. Action 6.2.1.1: Consider utility services, drainage upgrades, paving improvements, street lighting and other enhancements to existing neighborhoods
- ii. Action 6.2.1.2: Evaluate thoroughfare plan to create routing advantageous for large lots and re-route traffic away from the city center
- iii. Pursue grants for derelict structure removal and site cleanups in existing neighborhoods
- iv. Encourage land owners in ETJ to voluntarily annex into the city limits

#### **b. Objective 6.2.2: Support responsible growth and new home construction for a variety of income levels**

- i. Action 6.2.2.1: Provide financial incentives for developers to increase housing density in undeveloped areas (such as tax abatements and waived permit fees)
- ii. Action 6.2.2.2: Reach out to companies that are expanding in communities (Goya Foods, Amazon, Houston Executive Airport, Quixote Business Park) to assess future employee housing needs and create partnerships for housing developments.
- iii. Action 6.2.2.3: Offer affordable housing options, potentially in the Downtown District
- iv. Action 6.2.2.4: Consider requiring Developer Agreements to establish rules by which the City and developers can be clear on the quality of new communities



## Implementation Notes

For the city to reach its goals outlined in this chapter, the planning commission will need to work closely with the utility department to improve infrastructure that will support a downtown district. Engaging with the community will be necessary to determine the type of businesses that are desired. Working with the I-10 West Chamber of Commerce may help create incentives that will encourage desired businesses to the area. It would also be beneficial to work with a real estate agent to locate developers that share a common vision for commercial development that is desired downtown.

The Freeport Tax Exemption is an inventory tax exemption applied to products shipped into and out of Texas within a six-month period<sup>59</sup>. This incentive benefits manufacturers with high inventory costs and companies specializing in product distribution.

## References

- <sup>56</sup> City Council. "City of Pattison Subdivision and Platting Regulations." City of Pattison, January 12, 2010, pg 20. <https://pattison.texas.gov/wp-content/uploads/2016/08/Pattison-Subdivison-Regulations-final-PDF.pdf>.
- <sup>57</sup> World Population Review. "Pattison, Texas Population 2021 (Demographics, Maps, Graphs)," 2019. <https://worldpopulationreview.com/us-cities/pattison-tx-population>.
- <sup>58</sup> Census - Geography Profile." Accessed August 26, 2021. <https://data.census.gov/cedsci/profile?g=1600000US4856108>.
- <sup>59</sup> TEEX. "Waller County Comprehensive Strategic Plan." Waller County, July 2017. <https://wallercounty.org/downloads/2017%20WC%20Strategic%20Plan.pdf>.

A large, leafy tree stands in the center of a grassy field. In the background, there are other trees and a building. A faint rainbow is visible in the sky above the tree. The sky is blue with some clouds.

# **IMPLEMENTATION PLAN**

## Action Leaders & Funding Options



# Implementation Plan

Pattison’s vision statement is: *“Pattison is a historically rich community that embraces change for the health and wellbeing of its future while preserving its rural character and charm. A strong community environment coupled with active participation will result in a prosperous future for the city.”* The Comprehensive Plan and its goals, objectives, and action items are a reflection of that vision. In order to meet and fulfill the goals laid out in this plan, implementation is obviously necessary. The Comprehensive Plan is a living document and meant to be visited and revised as necessary to stay current with the community vision, but also adapt as change occurs.

## Plan Maintenance

To help evaluate Pattison’s progress, an agreed upon timeframe is needed. The Implementation Table contains information regarding the suggested time frame for each of the Action Steps, separated into four categories:

- Short-term: 0 - 3 years
- Medium-term: 3 - 6 years
- Long-term: 6 - 10 years
- Continuous (“On-going”)

## Action Type

**Capital Project Program:** This action type means there will need to be an investment in order to achieve the goal of the action item.

**Regulation or Standard:** This action type refers to local policies or ordinances that can be adopted as a part of the County or City standards.

**Partnership or Collaboration:** This action type requires partners or coordination with other agencies, organizations, or companies in order to achieve goals.

## Action Leaders

To build a better community for the City of Pattison, the following is a list of action leaders that can assist with the execution of certain action items, maintain transparency and create consistency across all associated departments and organizations to ensure the success of the action item.

Action leader entities are as follows:

CS: City Staff, spurts, administration, secretary, human resources, finance  
BUS: Businesses and stakeholders  
CC: City Council  
PC: Planning Commission  
CE: Code Enforcement  
COC: Chamber of Commerce  
COU: County  
EDC: Economic Development Corporation  
FD: Fire Departments  
HS: Housing  
ISD: School Districts  
PD: Police Departments  
PO: Property Owner  
UT: Utilities

## Funding Opportunities

The Community Development Block Grant (TxCDBG) Program for Rural Texas's primary objective is to develop viable communities by providing decent housing and suitable living environments, and expanding economic opportunities<sup>60</sup>.

The Downtown Revitalization and Main Street (DRPMS) program's objective is to provide infrastructure improvements to address the conditions that contribute to the deterioration in the community's downtown area<sup>61</sup>.

The Community Development Fund (CD) is available on a biennial basis with an award amount of \$350,000<sup>62</sup>.

The Planning and Capacity Building Fund (PCB) is a competitive grant program for local municipalities needing financial assistance to build a comprehensive plan or any of its components. Awards are made on an annual basis through a statewide competition. Maximum grant award is based on the beneficiary population<sup>63</sup>.

The Main Street Texas Capital Fund's application becomes available in January/February of each year. Requirements include:

- Must have historic commercial fabric and historic identity
- Community and private sector support for the program and capability to implement main street program
- Evidence of preservation efforts with broad support for downtown and maintained by volunteers and partners over time.
- Financial capability to employ a full time manager to support downtown-related projects
- Variety of business activity conducted in the proposed main street program area
- <https://www.thc.texas.gov/public/upload/Funding-a-Local-Main-Street-Program-2013-version.pdf>
- <https://www.thc.texas.gov/public/upload/FINAL2022TxMainStreetAPPLICATION.pdf>
- Small-town (under 50,000 population): The Main Street manager is generally an employee of the city. One full-time employee is required. Annual fee: \$535

Funding Questions: Debra Drescher - State Coordinator of the Texas Main Street Program | [debra.drescher@thc.texas.gov](mailto:debra.drescher@thc.texas.gov) | 512-463-5758 office, 512-348-1331 cell

RAISE Grants allows the DOT to invest in road, rail, transit, and port projects to achieve national objectives. Since 2009, the Program has awarded nearly 299 projects<sup>64</sup> to support rural and tribal communities across the nation, leveraging an estimated \$6.2 billion in non-BUILD/TIGER funding<sup>65</sup>.

Contact: Office of Infrastructure Finance and Innovation, Phone: 202-877-8339, Email: [RAISEgrants@dot.gov](mailto:RAISEgrants@dot.gov)

The Rural Digital Opportunity Fund (RDOF) broadband initiative aims to dramatically improve the quality of life for rural communities. Eligible areas include those without current (or already funded) access to adequate broadband service, defined by the FCC as 25 mbps downstream and 3 Mbps upstream (25/3)<sup>66</sup>. Funding for RDOF comes from traditional high-cost Universal Service Funds and is not dependent on legislative appropriations.

The Texas On-Site Sewage Facility Grant Program (TOGP) awards grants to support projects for on-site wastewater treatment technology systems. Funds come from fees collected for each OSSF permit issued in Texas<sup>67</sup>.

The Fire, Ambulance and Services Truck (FAST) Fund provides funds for eligible vehicles to provide emergency response and special services to rural communities<sup>68</sup>.

Contact: Michelle Phares, email: [michelle.phares@texasagriculture.gov](mailto:michelle.phares@texasagriculture.gov), phone: 512-936-6702

The Community Outdoor Outreach Program (CO-OP) grant provides funding to tax-exempt organizations that engage under-served populations providing oriented outdoor recreation, conservation, and environmental education activities. Grants range from \$5,000 to \$30,000<sup>69</sup> and are a reimbursement grant program so recipients must purchase eligible items



and submit proper documentation before being reimbursed. The application deadline is November 6th every year.

The Local Parks Grant Program consists of five individual programs that assist local governments with creating parks. The program provides 50% matching grants on a reimbursement basis to eligible applicants. Funding awarded can range from \$150,000 to \$750,000<sup>70</sup> and the annual deadline is on October 1st. The current list of grants, award amount, and application deadline can be found here:

[https://tpwd.texas.gov/business/grants/recreation-grants/copy\\_of\\_grant-deadlines](https://tpwd.texas.gov/business/grants/recreation-grants/copy_of_grant-deadlines)

The Capital for Texas (C4T) Small Business Loan Program is funded from the Texas Department of Agriculture (TDA) and the Community Development Financial Institutions (CDFI). C4T is designed to increase rural communities and small businesses access to capital and enable private entrepreneurs to grow jobs. Loans range from \$5,000 to \$350,000<sup>71</sup> with an average investment less than \$100,000.

Contact: Roxana Newton, Economic Development Project Controller, 512-463-2537, [grants@texasagriculture.gov](mailto:grants@texasagriculture.gov)

The Housing Tax Credit Program (HTC) is one of the primary means of directing private capital toward the development and preservation of affordable rental housing for low-income households<sup>72</sup>.

The Multifamily Bond Program (MRB) issues taxable and tax-exempt mortgage revenue bonds to fund loans to nonprofit and for-profit developers. The proceeds of the bonds are used to finance the construction, acquisition, or rehabilitation of multifamily properties with targeted beneficiaries of low income households<sup>72</sup>.

Multifamily Direct Loan Program (HOME) provides funding for the construction or rehabilitation of affordable multifamily rental developments<sup>72</sup>.

Link to apply for funds: <http://www.tdhca.state.tx.us/multifamily/apply-for-funds.htm>

## References

- <sup>60</sup> “Rural Community Development Block Grant (CDBG).” Accessed July 15, 2021. [https://texasagriculture.gov/GrantsServices/RuralEconomicDevelopment/RuralCommunityDevelopmentBlockGrant\(CDBG\).aspx](https://texasagriculture.gov/GrantsServices/RuralEconomicDevelopment/RuralCommunityDevelopmentBlockGrant(CDBG).aspx).
- <sup>61</sup> “Texas Department of Agriculture Website > Grants & Services > Rural Economic Development > Rural Community Development Block Grant (CDBG) > CDBG Resources > Applications > DRPMS.” Accessed July 15, 2021. <https://texasagriculture.gov/GrantsServices/RuralEconomicDevelopment/RuralCommunityDevelopmentBlockGrant%28CDBG%29/CDBGResources/Applications/DRPMS.aspx>.
- <sup>62</sup> “Community Development Fund Application & Guide.” Accessed July 15, 2021. [https://texasagriculture.gov/GrantsServices/RuralEconomicDevelopment/RuralCommunityDevelopmentBlockGrant\(CDBG\)/CDBGResources/Applications/CommunityDevelopmentFundApplicationGuide.aspx](https://texasagriculture.gov/GrantsServices/RuralEconomicDevelopment/RuralCommunityDevelopmentBlockGrant(CDBG)/CDBGResources/Applications/CommunityDevelopmentFundApplicationGuide.aspx).
- <sup>63</sup> “PCB Application and Guide.” Accessed July 15, 2021. [https://texasagriculture.gov/GrantsServices/RuralEconomicDevelopment/RuralCommunityDevelopmentBlockGrant\(CDBG\)/CDBGResources/Applications/PCBApplicationandGuide.aspx](https://texasagriculture.gov/GrantsServices/RuralEconomicDevelopment/RuralCommunityDevelopmentBlockGrant(CDBG)/CDBGResources/Applications/PCBApplicationandGuide.aspx).
- <sup>64</sup> US Department of Transportation. “How to Apply,” July 12, 2021. <https://www.transportation.gov/RAISEgrants/apply>.
- <sup>65</sup> US Department of Transportation. “About RAISE Grants,” May 14, 2021. <https://www.transportation.gov/RAISEgrants/about>.
- <sup>66</sup> RDOF.com. “RDOF.” Accessed July 19, 2021. <https://rdof.com/rdof>.
- <sup>67</sup> Texas Commission on Environmental Quality. “Texas On-Site Sewage Facility Grant Program (TOGP).” Texas Commission on Environmental Quality. Accessed July 19, 2021. <https://www.tceq.texas.gov/permitting/ossf/ossf-grant-program>.
- <sup>68</sup> Texas Department of Agriculture. “Fire, Ambulance and Services Truck (FAST) Fund,” 2021. [https://texasagriculture.gov/GrantsServices/RuralEconomicDevelopment/RuralCommunityDevelopmentBlockGrant\(CDBG\)/CDBGResources/Applications/FASTFund.aspx](https://texasagriculture.gov/GrantsServices/RuralEconomicDevelopment/RuralCommunityDevelopmentBlockGrant(CDBG)/CDBGResources/Applications/FASTFund.aspx).
- <sup>69</sup> Texas Parks & Wildlife Department. “CO-OP Grants.” Accessed July 20, 2021. <https://tpwd.texas.gov/business/grants/recreation-grants/community-outdoor-outreach-program-co-op-grants>.
- <sup>70</sup> Texas Parks & Wildlife Department. “Local Parks Grants.” Accessed July 20, 2021. <https://tpwd.texas.gov/business/grants/recreation-grants/about-local-parks-grants>.
- <sup>71</sup> Texas Department of Agriculture. “Capital for Texas (C4T) Small Business Loan Program,” 2021. <https://texasagriculture.gov/GrantsServices/GrantsandServices/CapitalforTexasC4T.aspx>.
- <sup>72</sup> Texas Department of Housing and Community Affairs. “Multifamily Housing Programs.” Accessed July 20, 2021. <http://www.tdhca.state.tx.us/multifamily/>.



Land Use		On-going	Short term	Medium term	Long term	Capital Project	Regulation or Standard	Partnership or Collaboration	1 <input checked="" type="checkbox"/> Primary Action Type 2 <input type="checkbox"/> Secondary Action Type	
Objective	Action	Timeframe				Action Type			Action Leaders	Funding
Goal 1.1: Guide the future growth of the city according to the community's vision										
Objective. 1.1.1:	Action: 1.1.1.1:									
Preserve rural character and charm of the city	Create or modify current ordinances and policies to control land uses that are in line with the community's vision and goals	X					<input checked="" type="checkbox"/>		CE, CC, PC	
	Action: 1.1.1.2:									
	Monitor the plan progress to City Council and the Planning Commission biannually	X					<input checked="" type="checkbox"/>		CE, CC, PC	
	Action: 1.1.1.3:									
	Protect the area's natural resources through development incentives that promote open space		X				<input checked="" type="checkbox"/>		CE, CC, PC	TxCDBG, DRPMS, CD, PCB

Land Use	On-going	Short term	Medium term	Long term	Capital Project	Regulation or Standard	Partnership or Collaboration		
								1 <input checked="" type="checkbox"/> Primary Action Type 2 <input type="checkbox"/> Secondary Action Type	
Objective	Action	Timeframe				Action Type		Action Leaders	Funding
Goal 1.2: Establish a downtown district									
<b>Objective. 1.2.1:</b>	<b>Action: 1.2.1.1:</b>								
Define a boundary for the downtown district and create a walkable aesthetic, and inviting environment	Consider developing a partnership with the Texas Main Street Program				X		<input checked="" type="checkbox"/>	PC, CC, Texas Historical Commission Main Street Texas Capital Fund	
	<b>Action: 1.2.1.2:</b>								
	Develop a boulevard along FM 359 according to option 1 on page 18				X	<input checked="" type="checkbox"/>		PC, CC, CS, CE, COU, TxDOT DRPMS	
	<b>Action: 1.1.1.3:</b>								
	Incorporate wayfinding and signage along FM 359 showing businesses offered downtown		X			<input type="checkbox"/>	<input checked="" type="checkbox"/>	PC, CE CD, DRPMS	



## Ordinance Review and Modifications

On-going

Short term

Medium term

Long term

Capital Project

Regulation or Standard

Partnership or Collaboration

- 1 ☒ Primary Action Type  
2 ☐ Secondary Action Type

Objective	Action	Timeframe				Action Type		Action Leaders	Funding
Goal 2.1: Conduct an ordinance review									
<b>Objective. 2.1.1:</b>	<b>Action: 2.1.1.1:</b>								
Make modifications to encourage a sustainable city while protecting the city's natural resources and the public from nuisances and unwanted development	<i>Follow the recommendations in this plan and chapter for the ordinance review</i>	X					■	CS, CC, CE, PC	
	<b>Action: 2.1.1.2:</b>								
	<i>Monitor and enforce ordinances and regulations set forth in this plan and chapter</i>	X					■	CC, PC, PD	

## Transportation

- 1 ☒ Primary Action Type  
2 ☐ Secondary Action Type

Objective	Action	On-going	Short term	Medium term	Long term	Capital Project	Regulation or Standard	Partnership or Collaboration	Action Leaders	Funding
Goal 3.1: Improve traffic congestion in Pattison										
<b>Objective. 3.1.1:</b>	<b>Action: 3.1.1.1:</b>									
Redesign the intersection of FM 359 and FM 1458	Implement intersection improvements according to recommendations in plan				X	<input checked="" type="checkbox"/>			PC, CC, TxDOT	RAISE Grants
	<b>Action: 3.1.1.2:</b>									
	Budget funds to improve and maintain infrastructure improvements	X					<input checked="" type="checkbox"/>		CS, PC	
<b>Objective 3.1.2</b>	<b>Action: 3.1.2.1:</b>									
Design a boulevard through Pattison's downtown district	Construct sidewalks, bike lanes, and buffers to enable safe use and support mobility for all users				X	<input checked="" type="checkbox"/>		<input type="checkbox"/>	PC, CC, TxDOT	RAISE Grants
<b>Objective. 3.1.3:</b>	<b>Action: 3.1.3.1:</b>									
Redirect truck traffic away from downtown	Designate a new route for trucks that bypasses downtown Pattison				X	<input checked="" type="checkbox"/>		<input type="checkbox"/>	PC, CC, COU, TxDOT	
	<b>Action: 3.1.3.2:</b>									
	Pass a policy and install signage that prohibits trucks from driving through downtown			X		<input type="checkbox"/>	<input checked="" type="checkbox"/>		PC, CC, TxDOT	



## Community Utilities & Facilities

1 ☒ Primary Action Type  
2 ☐ Secondary Action Type

Community Utilities & Facilities		On-going	Short term	Medium term	Long term	Capital Project	Regulation or Standard	Partnership or Collaboration	1 <input checked="" type="checkbox"/> Primary Action Type 2 <input type="checkbox"/> Secondary Action Type			
Objective	Action	Timeframe				Action Type			Action Leaders	Funding		
Goal 4.1: Upgrade utilities offered in Pattison												
Objective. 4.1.1:	Action: 4.1.1.1:											
Develop a septic system solution	OSSF maintenance checks for all existing systems	X							PC, CE, UT			
	Action: 4.1.1.2:											
	Community education program how to properly maintain OSSF		X						CS, PC, CC	TOGP		
	Action: 4.1.1.3:											
	Consider the broad range of sewage treatment options and plan for future utility availability	X						<input type="checkbox"/>	CS, PC, UT			
Objective. 4.1.2:	Action: 4.1.2.1:											
Expand internet services	Improve broadband internet service to the benefit of residents and school age children, including access for the Royal ISD Campus			X				<input checked="" type="checkbox"/>	CS, CC, BUS, COC, UT	RDOF		
	Action: 4.1.2.1:											
	Work with providers to update and improve water service and availability in Pattison			X				<input checked="" type="checkbox"/>	CS, CC, BUS, COC, UT	RDOF		













Community Utilities & Facilities		On-going	Short term	Medium term	Long term	Capital Project	Regulation or Standard	Partnership or Collaboration	1 <input checked="" type="checkbox"/> Primary Action Type 2 <input type="checkbox"/> Secondary Action Type	
Objective	Action	Timeframe				Action Type			Action Leaders	Funding
Goal 4.2: Ensure community facilities, amenities, and activities meet the needs of the Pattison community										
<b>Objective. 4.2.1:</b>	Action: 4.2.1.1:									
Invest in city wide public spaces to increase the number of facilities	Purchase the Royal ISD Administration Building and convert into a Civic Center				X	<input checked="" type="checkbox"/>			CS, CC, PC, BUS, COC	
	Action: 4.2.1.2:									
	Conduct a community survey to determine recreation preferences to be developed		X				<input checked="" type="checkbox"/>		PC, PO	
	Action: 4.2.1.3:									
	Reuse the local courthouse building for a city hall and multi-function facility				X	<input checked="" type="checkbox"/>			CD, PC, COU, CC	
	Action: 4.2.1.4:									
	Partner with the Pattison House to host public events and activities for the community to participate in	X					<input checked="" type="checkbox"/>		CS, BUS, PC, PO	
	Action: 4.2.1.5:									
	Identify and fund drainage projects			X		<input checked="" type="checkbox"/>			UT, PC, CS, CC	TOGP
	Action: 4.2.1.6:									
	Create incentive package to attract medical providers to city			X		<input checked="" type="checkbox"/>	<input type="checkbox"/>		PC, CS, CC, BUS, COC, COU	FAST Fund
<b>Objective 4.2.2:</b>	Action: 4.2.2.1:									
Beautify and enhance Pattison's sense of place	Create a building design ordinance to keep a cohesive aesthetic theme with all new building designs		X				<input checked="" type="checkbox"/>		CE, PC, CC, BUS	
	Action: 4.2.2.2:									
	Install attractive landscaped meidans on 2nd Street			X		<input checked="" type="checkbox"/>			PC, CS, CE	
	Action: 4.2.2.3:									
	Incorporate street furniture and ambiance lighting along sidewalks on FM 359 through the downtown area to create a comfortable environment for visitors		X				<input checked="" type="checkbox"/>	<input type="checkbox"/>	PC, BUS, CE, CS	



Parks and Open Space		On-going	Short term	Medium term	Long term	Capital Project	Regulation or Standard	Partnership or Collaboration	1 <input checked="" type="checkbox"/> Primary Action Type 2 <input type="checkbox"/> Secondary Action Type	
Objective	Action	Timeframe				Action Type			Action Leaders	Funding
Goal 5.1: Create more parks and open space										
<b>Objective. 5.1.1:</b>	<b>Action: 5.1.1.1:</b>									
Provide opportunities for events, entertainment, and recreational activity	Study opportunities for off-road trail systems for hiking, biking, and horseback activities		X				<input checked="" type="checkbox"/>		CS, PC, PO	CO-OP Grant, Local Parks Grant
	<b>Action: 5.1.1.2:</b>									
	Develop a Trails Master Plan			X			<input checked="" type="checkbox"/>		CS, PC, PO, CC	CO-OP Grant, Local Parks Grant
	<b>Action: 5.1.1.3:</b>									
	Work with the Garden of Prana to create more nature educational programs and outdoor activities for the community		X				<input checked="" type="checkbox"/>		PC, BUS	
	<b>Action: 5.1.1.4:</b>									
	Partner with Royal ISD to find opportunities for the open spaces around the Administration Buildings		X				<input checked="" type="checkbox"/>		CS, CC, ISD, PC	CO-OP Grant, Local Parks Grant
	<b>Action: 5.1.1.5:</b>									
	Update and enhance the existing city park and playground or transition to a dog park			X		<input checked="" type="checkbox"/>			PC	Local Parks Grant

Development		On-going	Short term	Medium term	Long term	Capital Project	Regulation or Standard	Partnership or Collaboration	1 <input checked="" type="checkbox"/> Primary Action Type 2 <input type="checkbox"/> Secondary Action Type	
Objective	Action	Timeframe				Action Type			Action Leaders	Funding
Goal 6.2: Develop residential growth plan										
Objective. 6.2.1:	Action: 6.2.1.1:					<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	CS, CC, PC, PO	HTC, MRB, HOME
Protect existing single-family character	Consider utility services, drainage upgrades, paving improvements, street lighting and other enhancements to existing neighborhoods									
Action: 6.2.1.2:										
	Evaluate thoroughfare plan to create routing advantageous for large lots and re-route traffic away from the city center									
Action: 6.2.1.3:										
	Pursue grants for derelict structure removal and site cleanups in existing neighborhoods									
Action: 6.2.1.4:										
	Encourage land owners in ETJ to voluntarily annex into the city limits to provide greater land protections than in Waller County									
Objective 6.2.2	Action: 6.2.2.1:									
Support responsible growth and new home construction for a variety of income levels	Provide financial incentives for developers to increase housing density in undeveloped areas (such as tax abatements and waived permit fees)									
Action: 6.2.2.2:					<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	CS, PC, CC, CE	PC, BUS, COC, COU	
	Reach out to companies that are expanding in communities (Goya Foods, Amazon, Houston Executive Airport, Quixote Business Park) to assess future employee housing needs and create partnerships for housing developments									
Action: 6.2.2.3:										
	Offer affordable housing options, potentially in the Downtown District									
Action: 6.2.2.3:										
	Consider requiring Developer Agreements to establish rules by which the City and developers can be clear on the quality of new communities					<input checked="" type="checkbox"/>			PC, BUS	



Development		On-going	Short term	Medium term	Long term	Capital Project	Regulation or Standard	Partnership or Collaboration	1  Primary Action Type 2  Secondary Action Type	
Objective	Action	Timeframe				Action Type			Action Leaders	Funding
Goal 6.2: Develop residential growth plan										
Objective 6.2.1:	Action: 6.2.1.1:									
Protect existing single-family character	Consider utility services, drainage upgrades, paving improvements, street lighting and other enhancements to existing neighborhoods				X				CS, CC, PC, PO	HTC, MRB, HOME
	Action: 6.2.1.2:									
	Evaluate thoroughfare plan to create routing advantageous for large lots and re-route traffic away from the city center				X				CD, CC, PC, CE	HTC, MRB, HOME
	Action: 6.2.1.3:									
	Pursue grants for derelict structure removal and site cleanups in existing neighborhoods				X				CS, PC, CDBG	HTC, MRB, HOME
	Action: 6.2.1.4:									
	Encourage land owners in ETJ to voluntarily annex into the city limits to provide greater land protections than in Waller County				X				PC	
Objective 6.2.2	Action: 6.2.2.1:									
Support responsible growth and new home construction for a variety of income levels	Provide financial incentives for developers to increase housing density in undeveloped areas (such as tax abatements and waived permit fees)		X						CS, PC, CC, CE	
	Action: 6.2.2.2:									
	Reach out to companies that are expanding in communities (Goya Foods, Amazon, Houston Executive Airport, Quixote Business Park) to assess future employee housing needs and create partnerships for housing developments		X						PC, BUS, COC, COU	
	Action: 6.2.2.3:									
	Offer affordable housing options, potentially in the Downtown District				X				PC	
	Action: 6.2.2.3:									
	Consider requiring Developer Agreements to establish rules by which the City and developers can be clear on the quality of new communities			X					PC, BUS	